

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 952—Vol. XXIII.]

LONDON, SATURDAY, NOVEMBER 19, 1853.

[PRICE 6d.]

MR. JAMES CROFTS, of No. 28, CORNHILL, MINING BROKER.
MR. J. CROFTS begs to OFFER his SERVICES for the PURCHASE or SALE of MINING SHARES of every description, and not being a DEALER, transacts business only for principals on commission.
Mr. Crofts having resolved to extend his business, more generally in reference to DIVIDEND MINES, has on hand, or can procure, the best of those appearing in the London market, and in the columns of the *Mining Journal*, which, judiciously selected, will pay the highest rate of interest of any known security.
The following PROGRESSIVE MINES are recommended for immediate investment at the present low and moderate prices:—
Great Crinins, West Basset, Great Sheba, South Towy, Red Dragon, West Basset, Perran Silver-lead, Wheal Golden, Rheidol United, Poltmore, Yeoland Consols, Tavy Consols, Penhale Consols, Peninsular Copper, Wheal Vanton, Britannia Gold, Eaglebrook, Lackmore Copper, Combarnet Cons., South Devon Cons., Treweatha, Wheal Guskus, Wheal Wrey.
Mr. Crofts transacts every description of business through the medium of the Stock Exchange.
Hours of business:—Half-past Nine till Five, daily. Bankers—The London Joint-Stock Bank, Princes-street, City.
Dated Friday, Nov. 18, 1853, No. 28, Cornhill.

MR. JAMES LANE, MINING AGENT, 33, THREADNEEDLE STREET, LONDON (Established 10 Years).
BEGS to inform his friends and the public, that the SHARES which he is prepared to DEAL IN are not confined to the limits of an advertisement, but will refer to the general list of the *Mining Journal*, and is in a position to TRANSACT BUSINESS in any mines quoted in that list. MR. LANE will furnish a list with latest prices on application.

GREAT CONSOLS (GWENNAP).—MR. H. B. RYE is a SELLER of ONE HALF SHARE in the above MINES for £30. And is a BUYER of the following, viz.:—
South Wh. Frances, Dolcoath, Levant, Tincroft, Wheal Trefus, Treasvan, Wheal Chiverton, Wheal Basset, South Caradon, Great Wheal Alfred, Lelant Consols, Grambl. & St. Aubyn, West Caradon, Bryntal, Wh. Kitty (Uny Lel), Wheal Margaret, Treleigh Consols, Cook's Kitchen, Gonaema, Wheal Mary Ann, North Downs.
77, Old Broad-street, London, Nov. 18, 1853.

MR. R. C. MANUEL, MINING OFFICES, No. 25, AUSTINRIARS, LONDON.
MR. MANUEL'S offices are expressly adapted for the use of companies and committees conducting their business in London; he advises in the technical, financial, and general arrangements of companies, conformably with the Cost-book System; and has also made arrangements whereby he is enabled to undertake the entire superintendence and management of mines, the laying out and erecting every kind of mining machinery, inspecting and reporting on mines and all mineral property. Offices of the Great Crinins Copper Mine, Union Tin Mine, West Wheel Buller Tin Mine, &c., 25, Austinriars, London.

INVESTMENT FOR CAPITAL.—Messrs. POWELL AND COOKE, MINING AGENTS, No. 1, CROWN COURT, THREADNEEDLE STREET, LONDON, beg to direct the attention of capitalists to the present almost UNPRECEDENTED OPPORTUNITY for INVESTMENT OF CAPITAL IN DIVIDEND MINES, paying regularly from 12½ to 20 per cent. per annum; also, in legitimate PROGRESSIVE MINES, many of which, from their present prospects and prices, offer an opportunity scarcely approaching to speculation.
Mining property, whether dividend or progressive, if judiciously selected, seldom fails to become remunerative; and Messrs. Powell and Cooke will feel much pleasure in assisting parties to such selection, feeling convinced of giving satisfaction to those with whose confidence they may be entrusted.
Bankers—Commercial Bank of London, Lothbury.

MR. JOHN S. LANE, No. 32, POULTRY, LONDON, begs to inform the public that he is in a position to OFFER SHARES at the following LOW PRICES:—
Alfred Consols, £25½, Loveden United, 11s. Tamar Maria, 4s. 3d. Trevallick, 3s. 6d. Treleigh Consols, £23½. Tremollett Down, 3s. Tryphena, 2s. Trevelyan Consols, 3s. Transack & Bosence, £7. Tamar Consols, £23. Treweatha, £3½. Victoria, £3½. Wellington, £3½. Wheal Golden, 2s. 6d. Wheal Eekley, 14s. Wheal Mary Ann, £4½. Wheal James, 21s. Wheal Zion, £23½. Wheal Procter, 16s. 6d. Wheal Robert, 7s. Wheal Frances, 14s. Wheal Katharine, 10s. Wheal Wrey, 25s. Wheal Gill, £2½. Wheal Samson, 21s. 5d. Wheal Lemon, £23. Wheal Surprise, 7s. 6d. West Wh. Edward, 9s. West Carpenter, 9s. West Phoenix, £10½. West Providence, £30. West Alfred Consols, £11½. West Basset, 21s. Weston, £1½. Worthing, 6s. 9d. Wheal Uney, £29½. Yeoland Consols, £5½.
P. S. Parties in the country wishing to purchase in any of the above mines will be glad to mention the number of shares they require, otherwise no notice can be taken their applications. Any instructions to buy or sell shall be punctually attended to.
J. S. LANE is a BUYER of Poltmore, Wh. Mary Ann, Treweatha, Henneck, Sheba Consols, Boringdon Consols, Eekley, South Caradon, Wh. Edward, Wh. Uney, &c.

MR. JOSEPH WM. OLIVER, No. 75, OLD BROAD STREET, LONDON, begs to inform the public that he is in a position to OFFER SHARES at the following UNPRECEDENTED LOW PRICES:—
Alfred Consols, £26½. Hamerton Consols, 16s. 9d. Langford & Baring, 5s. 6d. Augusta Consols, 1s. 3d. Las Infantas, £1½. Lelant, £10. Liberty, 17s. 6d. Loveden United, 11s. Merilyn, £3½. Molland, 5s. 3d. Monarch, 5s. 3d. Mixon Great Consols, 11s. 6d. North Wh. Robert, £25½. North Caradon, 7s. 6d. North Damsel, 9s. North Tamar, 6s. North Towy, 17s. North Downs, £3½. Nant-y-Car, £2½. North Wh. Trevelyan, £26½. Poltmore, £1½. Perran Wh. Jane, 22s. Perran Silver-lead, 12s. Perran Wh. Alfred, 12s. Perran Wh. 12s. 6d. Portkelly, £2½. Prince Albert Cons., £23. Peninsular Min. Co., 13s. 24s Phenix Consols, 12s. Rorringdon Consols, 12s. South Crenver, £1. South Towy, 7s. 6d. South Caradon, £29½. South Corn Brea, 4s. South Russell, 7s. South Wh. Yeoland, 14s. South Plain Wood, 8s. Silver Brook, £1 7s. 6d. Sourton Consols, 6s. St. Austell Cons., £1½. Sydney, £3. Sydney Godolphin, £23½. Trebell, 5s. 3d. Tassan Lead, 5s. Tavy Consols, £23½. Trehan, £12.
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J. S. LANE is a BUYER of Poltmore, Wh. Mary Ann, Treweatha, Henneck, Sheba Consols, Boringdon Consols, Eekley, South Caradon, Wh. Edward, Wh. Uney, &c.

MINING PROPERTY.—MR. HERRON has SHARES in the best DIVIDEND-PAYING MINES FOR SALE, and which will give the purchaser 15 to 20 per cent. for the outlay. Amongst others are the following:—
Great Devon Consols, Mary Anne, Carn Brea, Wheal Trehan, South Tamar, South Basset, Trevelyan, North Pool, West Caradon, Cobre, Bedford United, North Basset, South Caradon, Alten, Trevelyan, Wheal Son, South Caradon, St. John del Rey, and also FOR SALE SHARES in MINES having a PROMISING APPEARANCE, and affording greater value for speculation, such as:—
Tamar, Treleigh, North Basset, North Damsel, East Russell, North Basset, North Damsel, Stray Park, West Basset, Tincroft, North Downs, Hingston Down, Wheal Harriett, East Buller, Trefus, Wheal Capid, Mining Offices, 33, Clement's-lane, Lombard-street.

DESIRABLE INVESTMENTS.—SHARES in the best COPPER, TIN, and LEAD MINES of CORNWALL are PAYING, at present prices, from 15 to 20 per cent. per annum; the mines are perfectly free from debt, with plant and machinery complete; with large reserves on hand, and pay dividends regularly, some bi-monthly, and others every three months. SHARES in PROGRESSIVE MINES, where important discoveries have been made, which warrant the probability of a considerable improvement in value, are investments on which large fortunes may be realized.
The undersigned have the EXCLUSIVE SERVICES of practical mining captains of the first respectability and experience, and are, therefore, in a position to afford the soundest information to parties desirous of investing or exchanging their securities. JAMES STEVENS TRIPP and CO., mining agents, No. 33, Clement's-lane, Lombard-street. Established 1839.

MR. R. TRIPP has FOR SALE SHARES in the BEST DIVIDEND MINES, which are paying to purchasers 15 to 30 per cent. per annum; and also in legitimate PROGRESSIVE MINES, under first-rate management, about to declare dividends (no others will be recommended); which with the GOLD, MINING, RAILWAY, WATER, INSURANCE SHARES, &c., DEALT IN, at the closest market prices. Loans negotiated on dividend-paying stocks, &c., to any amount. Mining and Share Offices, St. Michael's Chambers, 42, Cornhill, London.

BRITISH AND FOREIGN FUNDS, RAILWAYS, MINING, JOINT-STOCK BANKS, and INSURANCE SHAREHOLDERS, are informed that every description of STOCK and SHARES continue to be BOUGHT and SOLD, either for money or time, at market prices; or cash advances made thereon for limited periods. Country communications have prompt attention, and every information afforded to parties seeking investment or speculation, by Messrs. DICKINSON and CO., 114, Bishopsgate-street, corner of Threadneedle-street, London.

GOLD, MINING, RAILWAY SHARES, &c.—Messrs. KENWORTHY and CO. TRANSACT BUSINESS in ALL DESCRIPTIONS OF STOCKS at the CLOSEST PRICES of the day; and ADVISE (CONFIDENTIALLY) with parties as to the best means of employing spare capital, either for speculation or permanent investment, whereby CERTAIN RETURNS are assured. Country interrogations promptly replied to.—Address, or apply, Kenworthy and Co., 37, Old Broad-street, City.

MR. H. GOULD SHARP, STOCK AND SHARE DEALER, has SHARES FOR SALE in the following MINES:—
Alfred Consols, £26½. Farnham Manor, 3s. 6d. South Caradon, £23½. Augusta Consols, 5s. 9d. Fat-work & Wh. Virt., 10s. 6d. St. Austell Consols, £1 4s. Boringdon Consols, 21s. Great Crinins, £1½. South Towy, 5s. 6d. Bromfield Consols, 4s. 3d. Great Wheal Hugo, 16s. 6d. Tassan Lead, 5s. 9d. Britannia, 16s. 6d. Corn Lead, 13s. Tamar Maria, £1 2d. Cwm Darren, 6s. 6d. Gawn United, £1 4s. 6d. Trefus, £23½. Castle Dinas, 6s. Hemerdon Consols, £1 6s. 6d. Trevelyan Consols, 3s. 6d. Combarnet Consols, 4s. Leeds Town, 16s. Tavy Consols, £23½. Devon and Courtney, £1. Lelant, £10. Victoria, £3½. Dev. Buller Gt. Consols, 5s. Mount Alexander, 6s. Mixon Great Consols, 12s. East Wheal Russell, £3½. North Damsel, 9s. 6d. North Towy, 17s. East Alfred Consols, 4s. 9d. Perran Silver-lead, 8s. East Wheal Vor, 10s. 6d. Hemerdon Consols, £1 6s. 6d. East Gannas Lake, £1 3s. Perran Wh. Jane, 17s. 6d. Leval Consols, £5. P. S. SHARES BOUGHT and SOLD at the closest prices. Every information given, and orders punctually attended to.—Hall of Commerce, London, Nov. 18, 1853.

MR. M. W. BEACHCROFT, MINING AGENT, 20, GREAT ST. HELEN'S, BISHOPSGATE STREET, LONDON.

MR. JOSEPH JAMES REYNOLDS, STOCK & SHAREBROKER, 21, THREADNEEDLE STREET.
MR. REYNOLDS has BUSINESS TO TRANSACT in the following MINES:—
Alfred Consols, £26½. Farnham Manor, 3s. 6d. South Caradon, £23½. Augusta Consols, 5s. 9d. Fat-work & Wh. Virt., 10s. 6d. St. Austell Consols, £1 4s. Boringdon Consols, 21s. Great Crinins, £1½. South Towy, 5s. 6d. Bromfield Consols, 4s. 3d. Great Wheal Hugo, 16s. 6d. Tassan Lead, 5s. 9d. Britannia, 16s. 6d. Corn Lead, 13s. Tamar Maria, £1 2d. Cwm Darren, 6s. 6d. Gawn United, £1 4s. 6d. Trefus, £23½. Castle Dinas, 6s. Hemerdon Consols, £1 6s. 6d. Trevelyan Consols, 3s. 6d. Combarnet Consols, 4s. Leeds Town, 16s. Tavy Consols, £23½. Devon and Courtney, £1. Lelant, £10. Victoria, £3½. Dev. Buller Gt. Consols, 5s. Mount Alexander, 6s. Mixon Great Consols, 12s. East Wheal Russell, £3½. North Damsel, 9s. 6d. North Towy, 17s. East Alfred Consols, 4s. 9d. Perran Silver-lead, 8s. East Wheal Vor, 10s. 6d. Hemerdon Consols, £1 6s. 6d. East Gannas Lake, £1 3s. Perran Wh. Jane, 17s. 6d. Leval Consols, £5. P. S. SHARES BOUGHT and SOLD at the closest prices. Every information given, and orders punctually attended to.—Hall of Commerce, London, Nov. 18, 1853.

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GEORGE MOORE, BROKER, No. 32, NICHOLAS LANE, LOMBARD STREET, has for SALE—
50 Boringdon Consols, 13s. 10 Great Crinins, £1 4s. 50 Trebell, 5s. 6d. 5 Belling Well, £25. 20 Keneggy, £23½. 20 Treweatha, £23½. 50 Caradon Wood, 4s. 100 Kea Tremain, £1 1s. 100 Thomas United, £1½. 100 Carlyon, 13s. 25 Langford & Baring, 7s. 100 Willow Bank, £10½. 50 Devon & Court., £1 1s. 100 Mostyn, 4s. 3d. 100 Wh. Charlotte, £10½. 10 East Wh. Reeth, 10s. 6d. 25 Nantoes & Penrhwi, 35s. 100 West Wh. Jane, £1½. 20 East Russell, £23½. 20 North Robert, £23½. 100 Ditto (free), £1½. 20 Penhale, £23½. 100 Perran Silver-lead, 4s. 6d. 25 West Goginan, 10s. 100 Elgan, 10s. 6d. 100 Perran Silver-lead, 4s. 6d. 100 Wood Mine, 3s. 6d. 20 Gorn, 12s. 6d. 40 Rocks & Trevelyan, 7s. 30 Wheal Victoria, 8s. 100 Gwollada, £1 1s. 100 South Towy, 4s. 6d. 100 Wheal Zion, £23½. 100 Gwallon, 5s. 6d. 20 Silver Brook, £1. 20 Surprise, 5s.

Cwmvly Rock and Green Lake, 100 shares at £1 1s.; South Pant-y-Goff 1 (33d.), £40. Every description of mining property bought or sold for the usual brokerage.

BRITISH AND FOREIGN FUNDS, RAILWAY, AND MINING SHARES BOUGHT OR SOLD FOR LONG OR SHORT PERIODS. Authentic records and statistics, showing the status and prospects of these securities, together with the leading features and ingredients of the money market, which for a time affect their value, are correctly compiled for the use of principals, the undersigned making it his care to analyse the official accounts, and to collect such facts as will aid capitalists in forming a correct judgment in their investments, and materially guide them in their speculations.
MINING SHARES are greatly depressed, not only by the causes affecting other securities, but also by the numerous new adventures which have deluged the market, and been followed up with frequent calls, obliging holders of bona fide and intrinsically valuable mines to sell their shares; but these circumstances afford most favourable opportunities for making very advantageous investments in the latter kind, correct information of which can be obtained on application to
E. H. TRIPP, Castle-court Chambers, Birch-in-lane.

MR. E. H. TRIPP is prepared to DEAL in the following, at the CURRENT MARKET PRICES, viz.:—
Alfred Consols, Condurrow, New So. Wales Coal, Union Tin, Botallack, Llanores, Nant-y-Car, West Basset, Bedford United, New So. Wales Gold, Poltmore, Trehan, Wheal Golden, Castle-court Chambers, Birch-in-lane.

MINING SHARES.—MR. GEORGE SPATLEY has FOR SALE at the following PRICES:—
10 Wellington, £1. 50 Boringdon, £7½. 50 South Crenver, £23½. 15 Merilyn, £23½. 20 Mixon, £23½. 10 Treweatha, £23½. 100 Leeds Town, £2½. 20 Wheal Golden, £1½. 50 Poltmore, £1½. 10 Clive, £2½. 100 Wood, £2½. 100 Trevelyan, £1½. 100 North Cornwall, 5s. 6d. 10 Hemneck, £5. 100 Wheal Lemon. 10 Exmouth & Adams, £8. 100 Britannia, £8½. 100 Tamar Maria, £1 paid. 5 Wheal Sidney, £8½. 5 South Tamar, £8½. 100 Monarch Gold. 5 Halamanning, £30. 24 East Russell, £23½. 50 Wheal Langford, £2½. 10 Forkeills, £23½. 40 Silver Brook, £1½. 5 E. Halamanning, £1½.

WANTED.—Alfred Consols, New Llanores, Marke Valley, Wheal Mary Ann, 2, Winchester-buildings, London.

TWO WEST CARADON SHARES, WANTED TO PURCHASE. Immediate cash will be paid.—Apply to MR. KING, 36, Cornhill.

COBALT AND NICKEL.—ALFRED SENIOR MERRY, REFINER AND PURCHASER OF COBALT AND NICKEL ORES, and ASSAYER IN GENERAL.—Address, LEE CRESCENT, BIRMINGHAM.

NICKEL AND COBALT REFINING, AND GERMAN SILVER WORKS, MILL STREET, BROAD STREET, BIRMINGHAM.—STEPHEN BARKER begs to inform the Trade that he has the following articles for sale:—
REFINED METALLIC NICKEL. OXIDE OF COBALT. WIRE, &c. REFINED METALLIC BISMUTH. GERMAN SILVER—in INGOTS, SHEET, NICKEL AND COBALT ORES PURCHASED.

IBBOTSON BROTHERS AND CO., SHEFFIELD, STEEL AND FILE WORKS; also COMMISSION MERCHANTS for the SALE and PURCHASE of every description of MACHINES and MACHINERY, and every article used by engineers, too numerous to enumerate in an advertisement.

MR. THOMAS EDINGTON (late Senior Partner of the Phoenix Ironworks, Glasgow), IRON MERCHANT and CONTRACTOR, INSPECTOR OF RAILWAY BARS AND CASTINGS, No. 17, GORDON STREET, GLASGOW.

TO RAILWAY COMPANIES, CONTRACTORS, &c.—JAMES LAWRIE and CO., COUSIN LANE, UPPER THAMES STREET, supply RAILWAY CHAIRS and SLEEPERS, FISHING PLOES, BOLTS and NUTS, SPIKES, and TIE BARS, COILS, CARRIERS, SOCKET PIPES, and all kinds of IRON CASTINGS. Also, HENDERSON'S PATENT DERRICK CRANES.

INVESTMENTS IN IRELAND.—Messrs. TOWNSEND and LOCKE FURNISH OPINIONS, &c., on the AGRICULTURAL VALUE and MINERAL RESOURCES of ESTATES FOR SALE, and MAKE SELECTIONS for INTENDING PURCHASERS.—48, Sackville-street, Dublin.
N. B. Estates to the value of £1,300,000 to be sold in November and December.

MR. LELEAN, No. 76, KING WILLIAM STREET, CITY, TRANSACTS BUSINESS in HOME and FOREIGN MINES, INSURANCE, BANKING, RAILWAY, and other SHARES.

MINING OFFICES, ST. JUST, NEAR PENZANCE.—MR. CARTHEW, MINING AGENT, ST. JUST, CORNWALL, having for many years a practical local knowledge of Cornish mines, is at all times in a position to ADVISE CAPITALISTS on MINING SHARES.
Mines inspected at the shortest notice.

MR. TYACK, MINE BROKER, CAMBORNE, from his situation in the best mining district in the country, together with his daily opportunities of increased experience, is well adapted to GIVE ADVICE to CAPITALISTS disposed to invest in MINING; considering the present time, a good and favourable opportunity to invest. Mines inspected by the most experienced agents.

MR. E. S. BOYNS, AUCTIONEER, MINING, AND SHAREBROKER, GENERAL AGENT, &c., PENZANCE, CORNWALL. Mines inspected, and every information furnished.

MESSRS. HENWOOD AND CO., MINE AGENTS AND SURVEYORS, LEADS, OFFER THEIR SERVICES to parties embarking in MINING, and are prepared to give advice on all the leading speculations of the day. Offices of the Fencose Consols, Copper, Zinc, and Lead Mining Company, &c., Telegraph-yard, Leeds.

MESSRS. HARRISON and BRERETON, MINING BROKERS, 32, CASTLE STREET, LIVERPOOL.

MR. RICHARD HAWKE, MINE SHARE BROKER, LISKEARD, CORNWALL.

CROKER BROTHERS, STOCK AND SHAREBROKERS, PLYMOUTH.

MR. E. GOMPERS, MINING SHARE DEALER, 11, SCARBOROUGH STREET, GOODMAN'S FIELDS, LONDON.

MESSRS. GREEN and SON, MINING ACCOUNTANTS, 9, UNION COURT, OLD BROAD STREET.

MR. CAREY, MINING AGENT, TRANSACTS BUSINESS in BRITISH and FOREIGN MINES, in INSURANCE, BANKING, and RAILWAY SHARES, at the closest prices of the day.
MR. CAREY takes leave to call the attention of his friends and the public to the present depressed state of the mining share market, as affording a favourable opportunity to capitalists and speculators of realising large profits on a moderate outlay.
16, Great Bell-alley, Moorgate-street, City.

MR. W. CHARLES HAS SHARES FOR SALE in the following important MINES:—viz., Great Polgoth, North Frances, Bodmin United, Great Hewas, West Par Consols, Perran United, Wheal Trehilly, East Caradon, West Crinins, St. Blazey Consols, Caylan, Mendip Hills, and others.
MR. W. CHARLES is a BUYER in Marke Valley, Great Crinins, Union Tin, and others.—27, Austinriars, London.

MR. JAMES FOX, NEW CITY CHAMBERS, 181, BISHOPSGATE STREET, has FOR SALE:—100 Lackmore, 8s. 6d.; 50 Black Craig, £2 15s.; 20 Gorn, 13s.; 20 Bronsford, 15s.; 25 Glenaulin, 6s. 6d.; 50 Tyddard Consols, 3s.; 50 Trebell, 4s. 6d.; 50 Trevelyan Consols, 2s. 6d.; 25 Wheal Victoria, 8s.; 20 Wheal Golden, £3; 50 Whitford, 4s.; 10 Hope Valley, 4s.; 50 Othello, £1 6s. And is a BUYER of Gladbach, Kirkcudbright, Union Tin, Britannia; also of shares in the Assam Tea Company.

THE ANTI-FRICTION SCREW PROPELLER AND MARINE CARRIAGE COMPANY.

Completely Registered, and empowered by Statute 7 and 8 Vic. c. 110. Capital £20,000, in 60,000 shares of £1 each. First call 2s. 6d. per share.

Directors: Rear-Admiral Sir John BISS, C.B., Chairman. HENRY T. GRAHAM, Esq., Dorset-street, Portman-square. Capt. BARRINGTON, Upper Albany-street, Regent's-park. W. ELLIOT, Esq., New Oxford-street, Queen's-square. D. T. JOHNSON, Esq., Cannon-street-west. W. YATES, Esq., Adam-street, Adelphi; and Rotherham, Yorkshire. BANKERS—London and County Bank, Lombard-street. OFFICES—12, BUCKLEBURY, LONDON. For prospectuses, forms of application, or shares, apply at the office of the company. By order, GEORGE GRAHAM, Sec.

THE UNIVERSAL ELECTRIC TELEGRAPH COMPANY.

(PROVINCIAL REGISTERED.) Capital £200,000 (with power to increase the same). In 150,000 shares of £2 each.—Deposit £1 per share, payable on allotment, and the remainder on or before March 31, 1854.

Directors: ANDREW CALDICOTT, Esq. (Messrs. Caldicott, Sons, and Wilcocks), Cheapside. FREDERICK BURMISTEY, Esq. (Messrs. Burmestey Brothers, St. Helen's-place). THOMAS CHAPMAN, Esq. (F.R.S., Messrs. T. and W. Chapman, Leadenhall-st.). JOSHUA WALKER, Esq. (Messrs. Walker, Parker, and Co., Abchurch-lane). (Directors of the London and Westminster Bank.)

PROVINCIAL DIRECTORS: The Rt. Hon. Lord BATEMAN, Lord-Lieut. of the County of Hereford—Chairman. Capt. The Hon. WALTER BOURCHIER DEVEREUX, R.N. STANISH GROVE GRADY, Esq., Middle Temple, Recorder of Gravesend. WILLIAM LEAF, Esq. (Messrs. Leaf, Smith, Leas, and Co.), Old Change. Le Comte DE MASSIAC, Esq., 130, Piccadilly. Capt. ALEXANDER L. MONTGOMERY, R.N., Director of the Atlas Assurance Co. PETER ROLL, Esq., M.P. (Messrs. Brocklebank and Roll), Clement's-lane, City. HENRY BRINLEY-SHERIDAN, Esq., 3, Oxford-square, Brompton. Captain GEORGE DROUGHT WARDEN, Royal Artillery, Commissioner of Corporation Inquiries.

DISTRICT RESIDENT DIRECTORS: JAMES ANDERSON, Esq., C.E., F.R.S.E., Director of the Dundee, Perth, and Aberdeen Junction Railway Company, Edinburgh. EDWARD BEST, Esq., Bilston. CHARLES W. ELKINGTON, Esq., Town Councillor, Birmingham. W. LOUIE, Esq. (Messrs. Logie and Fisher, Writers to the Signet), Glasgow. J. RAVENSCROFT, Esq. (Messrs. W. and J. Ravenscroft, Merchants), Rumbold-street, Liverpool. J. R. STEBBING, Esq., F.R.A.S., Town Councillor, Southampton.

HONORARY LOCAL DIRECTORS: H. CLARK, Esq., M.D., F.R.S., President of the Polytechnic Institution, Southampton. Sir HENRY BEDINGFIELD, Bart., Osburgh Hall, Norfolk. THOMAS BEDBOROUGH, Esq., Old Windsor. BENJAMIN BODENHAM, Esq., Kingston, Hereford. JAMES GOURLEY, Esq., Magistrate, Glasgow. J. WALLACE R. HALL, Esq., Banker, Ross. THOMAS HILL, Esq., President of the Chamber of Commerce, Southampton. N. HUCKLEY, Esq., Ashton-under-Lyne. G. HUGHES, Esq., Upper Deal. EDWARD LACEY, Esq., Gravesend. JOHN FRED. NORMAN, Esq., Banker (Messrs. Struckey & Co., Bankers, Taunton). JAMES PIKE, Esq., Corn Market, Oxford. HENRY STRONG, Esq., Manager, London and County Bank, Oxford. The Hon. FRANCIS VILLIERS, M.P., Rochester.

Attorneys: Sir J. E. Fardley Wilmet, Bart., Inner Temple, Recorder of Warwick. Philip Playdell Bourville, Esq., Banker, Haymarket. Deane John Hoare, Esq., 14, James-street, Buckingham-gate. Alexander K. Curtis, Esq., 7, New-square, Lincoln's Inn. BANKERS—Messrs. Hoare, Fleet-street; the London and Westminster Bank. ENGINEERS—P. Prichard Baly, Esq., M.I.C.E.; J. Walter Wilkins, Esq., Electric Telegraph Engineer.

SOLICITORS—Messrs. W. O. and W. Hunt, 3, Whitehall-place; Messrs. Few and Co., Court-garden. SECRETARY—The Hon. William TOWRY LAW. OFFICES—No. 5, LUDGATE HILL, LONDON.

PROSPECTUS.

This company has been formed for the purpose of affording, throughout the United Kingdom, greatly increased advantages of telegraphic communication, at a much reduced rate of charge.

With this object the directors have availed themselves of the telegraphic improvements recently patented by Mr. J. W. Wilkins, the inventor, whose services they have secured for the effectual development of this most important system, and whose practical experience in the working and management of electric telegraphs, both in this country and the United States of America, will be most valuable to the company.

- The following are the chief advantages contemplated by this company:—
1. Communication with nearly 800 principal towns or places in the United Kingdom.
 2. A uniform charge of Sixpence per message (not exceeding Twenty words) to any of the company's stations.
 3. The message written by the telegraph instrument itself.
 4. Simultaneous transmission, without the need of intermediate operators.
 5. Extreme simplicity.
 6. Superior insulators.
 7. Greatly increased rapidity of operation.
 8. One operator only required at each telegraph.
 9. The most perfect accuracy.

1. COMMUNICATION WITH NEARLY 800 PRINCIPAL TOWNS OR PLACES IN THE UNITED KINGDOM.—Electric telegraph communication, so far as it has hitherto been developed, gives accommodation to comparatively few places, and chiefly those situated on railways. The great benefit to the community of a well-organized extension of the telegraphic system have never yet been fully attained. With the view of embracing within this system, the chief towns and places of this great country, the Universal Electric Telegraph Company contemplate establishing district offices for the reception and transmission of messages upon the principle of radiation. For instance, all towns within, say, the Exeter district would communicate with Exeter, which would have through communication with London and other district offices. The superiority of this well-considered plan is self-evident. The diagram exemplifies the contemplated development of the principle. There are upwards of 300 towns or places in the United Kingdom containing more than 2000 inhabitants, all or most of which it is proposed to carry the lines of communication as speedily as practicable.

2. AN UNIFORM CHARGE OF SIXPENCE PER MESSAGE (NOT EXCEEDING TWENTY WORDS) TO ANY OF THE COMPANY'S STATIONS. This great reduction the company is enabled to effect by reason of the inexpensive construction of its lines and stations, the novel and simple organization adopted, and the improved method of working.

3. THE MESSAGE IS WRITTEN BY THE TELEGRAPH INSTRUMENT ITSELF.—The message leaves the telegraph written on paper by the instrument itself in clear and distinct characters, delivered in a continuous line and unvarying position. This process would enable any person, if desired, to perpetuate an accurate record of the message itself, and the precise time at which it was received, which, in matters of state, legal, monetary, or mercantile intercourse, must be of inestimable advantage.

4. SIMULTANEOUS TRANSMISSION OF THE MESSAGE TO ANY NUMBER OF THE RADIATING STATIONS, WITHOUT INTERMEDIATE OPERATORS.—This branch of improvement is effected by the Automaton Repeater, by means of which an unlimited number of towns may be communicated with at the same moment by one and the same electric touch. Indeed, by aid of the above improvement, a message could be sent round the globe without the necessity of an intermediate operator.

5. EXTREME SIMPLICITY.—One wire only is used, and the mechanical arrangement of the apparatus generally is of the simplest possible character.

6. SUPERIOR INSULATORS.—The difficulties hitherto attendant upon endeavours to insulate the overground wires in this country have seriously impeded the full development of the telegraphic system, and have led to the very expensive practice of laying down wires underground, at great cost. These difficulties are overcome by the Patent Insulators, which, with the joint operation of the Automaton Repeater, render the overground wires capable of efficiently transmitting the message to an unlimited distance, at so low an electric working power, that the cost is comparatively trifling.

7. GREATLY INCREASED RAPIDITY OF OPERATION.—This is attained by means of an apparatus entirely new, which brings into play the positive and negative currents of electricity with as much facility as the one current by existing methods.

8. ONE OPERATOR ONLY REQUIRED AT EACH TELEGRAPH.—This system requires only one person to attend each instrument, thus effecting a saving of one-half in the usual staff of operators.

9. THE MOST PERFECT ACCURACY.—This is insured by the absence of quivering pointers or needles, which are apt to mislead, by compensating the action of atmospheric electricity, and by abstaining from the use of complex chemical mixtures, liable to fail in their operation, thus the numerous and important mistakes so often made in the transmission of messages, and so much complained of at present, will be altogether obliterated. By means of a return wire a message transmitted from, say, London to Exeter, might be written in duplicate in London at the same moment that it is being written at Exeter, by the Exeter instrument; thus enabling the sender himself at once to know that his message has been accurately transmitted.

Arrangements have been made for vesting the patent rights in trustees for the company. Application will be made to Parliament for an Act of Incorporation, to enable the company to carry out the foregoing objects. In the meantime, the company will be formed under a Deed of Settlement, pursuant to the Joint-Stock Companies' Acts, in which is embodied the usual limitation of liability clause.

The estimates have been carefully prepared and considered, and the directors feel confident of a highly remunerative return for the capital invested.

It is intended to commence telegraphing as soon as any section of the work is completed, by which means income will be obtained upon the very first expenditure.

PROPOSED TARIFF OF CHARGES.—An uniform rate of Sixpence per message (not exceeding Twenty words) to any of the company's stations, and one Halfpenny for each additional word.

Applications for shares (in the subjoined form) to be addressed to the secretary, at the company's offices, No. 5, Ludgate-hill, London, or to Messrs. W. O. and W. Hunt, solicitors, 3, Whitehall-place, and Messrs. Few and Co., solicitors, Court-garden; Messrs. Brunton and Son, Auction Mart, Bank; John H. Anderson, Esq., 17, Throgmorton-street; Mr. Nathaniel Lea, stock and sharebroker, 3, Bennett's-hill, Birmingham; and Messrs. Hobbs and Sheppard, Sweeting-street, Liverpool; from any of whom forms, prospectuses, and further information may be obtained.

FORM OF APPLICATION FOR SHARES.

To the Provisional Directors of the Universal Electric Telegraph Company. I, the undersigned, do hereby agree to accept of shares, or any smaller number that may be allotted to me, and to pay a deposit of £1 per share thereon upon allotment, and to execute the Deed of Settlement and the Parliamentary Contract when required. Dated this day of 1853. Name Profession or calling

THE NEW DELABOLE SLATE QUARRY COMPANY.

ST. TEATH, CORNWALL. To be worked on the "Cost-book Principle."

Capital £240,000, in shares of £1 each, to be paid for on delivery, without further call. No Deed of Settlement to be signed.

Directors: Capt. M. J. CURRIE, R.N., Vernon-terrace, Brighton—Chairman. W. BROWN, Esq., 4, Paneras-lane; and Rochester-terrace, Camden-road. CHARLES BURLS, Esq., Horwell, Surrey. THOMAS CLARKE, Esq., Bodmin, Cornwall. FRANCIS FORD, Esq., Lawrence Pountney-hill; and 9, Milner-street, Milner. J. B. GLENN, Esq., Arundel-square, Islington. J. N. GORDON, Esq., F.R.S., S.A., The Priory, Islington. J. N. HELLING, Esq., Streatham, Surrey. J. MARTYN, Esq., Helland, St. Teath, Cornwall. Major MAYNE, Marlborough-terrace, Kensington.

BANKERS—Messrs. Williams, Deacon, and Co., London; Messrs. Robins, Foster, and Co., Camelford, Cornwall. SECRETARY AND PURSER—J. N. Gordon, Esq., F.R.S., S.A. CONSULTING ENGINEER—William Simpson, Esq., Belgrave Works, Pimlico. SOLICITORS—Messrs. Gurney and Lethbridge Coward, Launceston; Preston Wallis, Esq., Bodmin.

BROKERS—Messrs. R. W. Moore and Carr, 61, Threadneedle-street, London. OFFICES—No. 9, LAWRENCE POUNTNEY HILL, CANNON STREET.

The great and increasing demand for roofing slate, especially for the quality raised at the Delabole Quarry, which, according to the statement of Sir Henry de la Becho, is the best description yet discovered, and the inadequacy of the present operations to supply such demand, render it absolutely necessary to open larger quarries, and to work them on a more extended scale.

The New Delabole Slate Quarry Company have had the good fortune to secure, on most favourable terms, as stated below, a 60 years' lease of the Helland Estate, consisting of 40 acres of land, immediately adjoining the famous Old Delabole. The latter quarry has been wrought for upwards of 500 years; and there are instances of this slate having been in use for nearly 300 years, and then again employed in covering buildings.

The Delabole slate, being of a bluish-grey colour, is now generally preferred by architects, for roofing purposes, to the darker shades, which, by attracting heat, warp and decompose the timber. It is a very clean, well laminated stone, in cleavage and tenacity exceeded by none yet known; it polishes well, and is, therefore, extensively used for billiard tables, mantel-pieces, cisterns, paving, and slab-work in general. The New Delabole lies on the south of, and closely adjoins the old quarry, as may be seen on reference to the plan; but, while in the old workings the good bed of slate is at a depth of 75 ft., and, consequently, the over-loading is removed at a very considerable outlay, in the New Delabole a precisely similar bed of slate is found within a few feet, and crops out at the surface. Besides this advantage, there is a powerful stream of water running down the east side of Lot No. 8, sufficient for driving the required machinery, and affording drainage for the quarry. There is also ample space for disposing of the waste, at a level below that of the proposed actual workings. These very great natural advantages will enable the company to work the New Delabole at a considerably less outlay in procuring the same quantity of slate than has been incurred in the Old Delabole.

Having, by several openings, demonstrated that the New Delabole contains precisely the same quality of slate as the Old, the superior advantages possessed by the former may be enumerated as follows:—

1. The New Delabole is nearer the port of shipment, with which it is connected by excellent roads.
2. It possesses an abundant supply of water to drive the necessary machinery.
3. The required surface clearing is not one-third of what is useful in the old quarry.
4. There is convenient and extensive space for deposit of the waste material at a lower elevation than the top of the proposed workings.
5. The property is free of rental, and not subject to dues, until after sales are effected.

The Old Delabole Quarry was sold by T. Avery, Esq., to the present holders for £21,000. A further outlay has since been made, for the purchase of adjoining ground, machinery, &c., of at least £20,000. In addition to this the quarry is subject to a rental of £2000 per annum, withstanding such large expenditure, and the great cost of removing the overloading, a very remunerative rate of profit is realized by the shareholders.

A serious obstacle in the way of fully developing the Delabole district has hitherto been the want of a good and, at all times, available shipping place. This deficiency it is proposed to obviate by constructing a railway from the New Delabole Quarries to the railway at Wenford, and thus securing a cheap, easy, and certain transit of the slate to the coast, and the directors, in addition to this, are responsible for the accuracy of the statements contained therein, to the report of their body having visited and carefully inspected the property. The directors have no hesitation in recommending this quarry as a *bona fide* investment.

Shares will be issued in any number not less than five at the company's offices, and by the following parties, for cash payments at par, until further notice:—Messrs. Moore and Carr, 61, Threadneedle-street, London; Messrs. Gurney and Lethbridge Coward, and John T. Pearce, Esq., Launceston, Cornwall; Preston Wallis, Esq., and Thomas Clarke, Esq., Bodmin; and John Martyn, Esq., Helland, St. Teath, Cornwall,—of whom also detailed prospectuses, with reports, can be obtained.

If by present mode, say 20,000 tons, at 2s. 6d. per ton	£2500
Freight Port Gavern above that payable at Wadebridge	1000-£3500
And Postage, at 1s.	2000
If conveyed by railway to Wadebridge, at 2s.	2000
Amount saved per annum on transit	£1500

Apart from all other sources of revenue, such a result would fully justify the construction of a railway. Besides, the avoiding of breakage in the transit of slate by rail, compared with the common road, would be very considerable. The proposed capital will be appropriated as follows:—

Purchase of lease	£5,000
Constructing railway	12,000
Plant, machinery, &c.	6,000
Working capital	14,000
Total capital	£40,000

And taking the annual sale of slate, at above, at 20,000 tons, with an average profit of £1 per ton, there would be a return of 50 per cent. on the capital employed.

TERMS.—The lessees have agreed to assign their entire interest in the property to the proposed company for £9000:—viz., £1500 in cash, and £7500 in shares. The estate is free of rent: the royalty is fixed at the moderate sum of 1-17th at the shipping place; and the compensation for land destroyed at £100 per acre, such compensation being only payable as each half-acre is quarried. The company have secured by the lease entire control over the property as to operations and plans of working.

Attention is particularly requested to the reports respecting good sources of tin: these preliminary operations satisfy the present proprietors that the yield of ore would be almost inexhaustible and very rich. The opinions of the experienced mining engineers who have carefully examined the set are considered sufficient to justify the statement, that it must prove a most profitable investment.

Shares will be issued in any number not less than five at the company's offices, and by the following parties, for cash payments at par, until further notice:—Messrs. Moore and Carr, 61, Threadneedle-street, London; Messrs. Gurney and Lethbridge Coward, and John T. Pearce, Esq., Launceston, Cornwall; Preston Wallis, Esq., and Thomas Clarke, Esq., Bodmin; and John Martyn, Esq., Helland, St. Teath, Cornwall,—of whom also detailed prospectuses, with reports, can be obtained.

THE LUDGVAN LEASE TIN MINING COMPANY.

ST. IVES, CORNWALL.—On the "Cost-book System."

Capital £10,000, in 20,000 shares of 10s. each, all paid up, without further call or liability.

Directors: JAMES BISHOP CARR, Esq., 6, St. James's-square, Notting-hill; and Godstow, Oxfordshire. RICHARD WILDRIDGE ALMOE, Esq., Crouch End, Middlesex. EDWARD ASHTON, Esq., 4, Charlotte-street, Fitzroy-square. JOHN WILLIAM MCKIERAN, Esq., Ursula Cottage, Gravesend. (With power to add to their number.)

MINING BROKERS—Messrs. Dickinson and Co., 114, Bishopsgate-street.

SECRETARY AND PURSER (pro tem.)—Mr. Robert Housell.

OFFICES—114, BISHOPSGATE STREET.

This mine is situated in the parish of St. Ives, in the county of Cornwall. The set is extensive, and held from the Countess-Dowager of Sandwich and His Grace the Duke of Cleveland for 21 years, at 1-18th dues. The rock within the limits of the set is decomposed granite, intersected by several east and west tin lodes of the richest quality, and is immediately west of St. Ives Consols rich tin mine, which has yielded upwards of £100,000 profit. The district is thoroughly metalliferous, and so universal is the success and prosperity of mines in this neighbourhood, that scarcely a vein can be found which, on being worked, does not yield beyond all expectations.

Three lodes have been discovered and explored, producing good quantities of tin: these preliminary operations satisfy the present proprietors that the yield of ore would be almost inexhaustible and very rich. The opinions of the experienced mining engineers who have carefully examined the set are considered sufficient to justify the statement, that it must prove a most profitable investment.

REPORT OF MR. WILLIAM FITZ. St. Ives, Cornwall, Sept. 1, 1853.—This mineral property comprises an extensive set, containing several rich lodes of tin ore, immediately west of St. Ives Consols Tin Mine, and is entirely in granite, similar to the best tin mines in Cornwall, and the lodes present the most favourable indications. All experienced miners in the neighbourhood have expressed the highest opinion of this property, and, from my own personal knowledge, I have no hesitation in stating, that if properly worked large profits will be realised with a comparatively small outlay. I would remark that I accompanied Mr. Evan Hopkins and Mr. Matthew Francis on this ground, and both these gentlemen were of opinion that this set contains a large deposit of tin.

WILLIAM FITZ. To prevent any but *bona fide* applicants applying for shares in this legitimate undertaking, the directors have prepared the scrip certificates ready for delivery; therefore parties desirous of investing will be furnished with the number of shares they wish to take at the time of making the application.

Application for shares may be made in the accompanying form to Mr. Robert Housell, secretary and purser (pro tem.), to the brokers of the company, at the offices, 114, Bishopsgate-street; or to the following stock and sharebrokers:—Messrs. Kenworthy and Co., 37, Old Broad-street; Messrs. Henwood and Co. Leeds; J. Jury, Exeter; W. H. Brumby, Bath.

To the Directors of the Ludgvan Lease Tin Mining Company, 114, Bishopsgate-street. GENTLEMEN,—I will thank you to receive the sum of £ being the amount of shares of 10s. each, and to deliver or forward me scrip certificates for the amount paid thereon in the above undertaking. Name Address

NEW PATENT ACT, 1852.—MR. CAMPIN, having advocated Patent Law Reform before the Government and Legislature, and in the pages of the Mining Journal, &c., is now READY TO ADVISE AND ASSIST INVENTORS IN OBTAINING PATENTS, &c., under the NEW ACT.

The Circular of Information, gratis, on application to the Patent Office and Design Registry, 156, Strand.

BERDAN'S GOLD-AMALGAMATING MACHINE.—The following additional testimonials have been received, testifying to the efficacy of Mr. BERDAN'S MACHINE for FULVETRISING, WASHING, AND AMALGAMATING AUSTRALIAN ROCKS AND METALLIC ORES:—

British and Gold and Copper Mining Company, 5, Barge-yard Chambers, Ruckersbury, Nov. 18, 1853.

DEAR SIR.—We are happy to congratulate you on the complete success of your machine on our gossans. The following are the results of the experiments as made under our entire supervision:—First trial, 1/2 ton of mixed gossans produced 7 dwts. equal to 14 dwts. per ton; this second trial was made with 1 ton of our average gossan, which produced 1 oz. 0 dwts. 20 grs. We are fully satisfied that your machine extracts all the gold. We have had six assays made of the same gossan, and the results we produced with your machine are quite equal to the average of our assays. We shall proceed without delay to lay this matter before our shareholders at our next general meeting, which will be held on Wednesday, 17th of December next. H. Berdan, Esq., 17, Cornhill.

JOSEPH CARY, Chairman. R. H. BISDEE, Sec. and Purser. Vernon House, 50, Pall Mall, London, Nov. 17, 1853.

DEAR SIR.—I have great pleasure in mentioning that the gold produced by your machine, on Friday last, was 1 carat 0 dwts. 3/4 grs. above standard from the Cornish quartz, and 1 carat 0 dwts. 3/4 grs. above standard from the Devonshire quartz. The yield of gold from the Cornish ore was equivalent to 11 dwts. 13 dwts. 3/4 grs. per ton; and the yield of the Devonshire ore was 9 dwts. of gold to the ton. H. Berdan, Esq., 17, Cornhill. C. M. BUTT.

BERDAN'S GOLD MACHINE IS CONSTANTLY IN OPERATION at the WINDSOR IRONWORKS, WINDSOR TERRACE, CITY ROAD, IN TESTING GOLD ORES, for the satisfaction of mining companies; and a PUBLIC TRIAL TAKES PLACE every Wednesday, between the hours of Twelve and Three o'clock, for which cards may be obtained on application to MICHAEL NOURSE and CO., 17, Cornhill, London.

ORE CRUSHING.—CAUTION.—I hereby CAUTION all persons MANUFACTURING, USING, and SENDING, without special license from me, MACHINES for the purpose of CRUSHING, PULVERIZING, and AMALGAMATING mineral and other substances, in which BALLS or SPHERES ARE USED IN CONNECTION WITH, OR MOVED BY, A REVOLVING PLATE OR PLATES, the same having been secured to me through, and in the name of, my agent, C. J. Wallis, under various modifications, by Her Majesty's Letters Patent for England and the Colonies, dated June and December, 1852. Signed, J. W. COCHRAN. N.B. Licenses will be granted, and machines supplied, on application to Mr. J. W. Valentine, 33, Cannon-street, City, agent for the above.

PERKES'S PATENTED MACHINERY FOR THE REDUCTION OF ORES, &c.—GOLD QUARTZ COMPANIES, MINING COMPANIES, and OTHERS, REQUIRING MACHINERY FOR WORKING AUSTRALIAN AND OTHER ORES, are respectfully informed that the PATENTED MACHINERY, invented by the undersigned, will operate upon more quartz per day, and at a less cost of power, than any other machines hitherto made, and which he guarantees will by far supersede every description of revolving or stationary pans with one or more balls working within them, but which are also included in his patent; and that no one has or can have a valid patent for such apparatus in this country; and NOTICE IS HEREBY GIVEN, that PROCEEDINGS WILL BE ADOPTED WORTHWHILE AGAINST ANY PARTY USING, OR PURCHASING, SUCH MACHINES WITHOUT HIS LICENSE AND AUTHORITY; but if any party chooses to adopt such revolving pans with balls for their operations, he will be happy to supply them at a cost of not exceeding £450 each. SAMUEL PERKES, Engineer and Patentee. 1, Walbrook, City, Nov. 5, 1853.

THE CHEAPEST AND MOST POWERFUL QUARTZ CRUSHER yet invented is BAGGS'S STEAM STAMP, protected by a double patent. A small 4-horse engine will crush 30 tons of quartz or ore in 12 hours. The engine is complete in itself, and needs no separate steam-engine, or other motive power, to keep it in action.—To be seen every day at 33, Borough-road. These stamping-engines are capable of CRUSHING BLOCKS A FOOT SQUARE.

EXTRACTION OF GOLD AND SILVER FROM THEIR ORES.—THE NEW RAPID AMALGAMATOR (BAGGS'S PATENT) recently invented, and now in operation, effects an enormous saving of TIME in the process of AMALGAMATION. THE NEW MERCURIAL SEPARATOR, secured under the same patent, effects a complete separation of the mercury from the refuse sands, after the process of amalgamation is complete, in the space of a FEW SECONDS, instead of requiring, as at present, a tedious operation of some two hours. In these machines, improved mechanical arrangements are aided by the most powerful chemical affinity, and from the principles introduced, it is next to impossible for a particle of gold to escape. The three following companies have already adopted the Baggs's Patent:—The Anglo-Californian Gold Mining, the Anglo-Californian Gold Mining, and the Anglo-Australian Gold Mining Company. For terms of license, and other particulars, apply to Mr. Isham Baggs, Mining Journal office, 26, Fleet-street.

THE NEW STEAM STAMPS, FOR CRUSHING GOLD QUARTZ AND METALLIC ORES.—(BAGGS'S PATENT).

These powerful MACHINES are now TO BE HAD AT A SHORT NOTICE, and of any number of horse-power, from four to twenty.—All communications to be addressed to Mr. Isham Baggs, at the office of the Mining Journal, 26, Fleet-street. A 4-horse steam stamp, complete, £160, royalty included, for cash, and other sizes at proportionate rates.

The following Testimonial of the power and efficacy of these engines is from the manager of one of the smelting establishments in South Wales, where steam stamps, of moderate power, under this patent, have been for some time in operation:—

TO ISHAM BAGGS, ESQ., LONDON. DEAR SIR.—In reply to your letter of inquiry about the action of your Patent Stamping Machine, I beg to say, that I have now had it fully at work for two months, and it has done more than I could have expected. It has crushed 20 tons in 10 hours—about two-thirds is crushed fine, the remainder would require to be stamped a second time, to reduce it to the same fineness. The steam used is very little, and the crushing force very great; large lumps of the metal (which is very hard) are immediately broken down—when I say large, I mean lumps as big as ordinary paving stones. I am now putting up the second machine which you sent me, and have no doubt it will give (as the first has already done) entire satisfaction. I am quite convinced that the principle is excellent, and far superior to any other mode of crushing. Spilly Copper Works, Llanelli. I am, yours, &c., ALFRED TAYLOR. The patent stamps may be used with atmospheric pressure, through the medium of a water-wheel or other prime mover. The application is extremely simple, very powerful, and where a motive-force is ready at hand, the machines cost less than what steam is employed.

NOTICE.—TO GOLD COMPANIES, AND THE MINING WORLD GENERALLY.—THE NEW STEAM STAMPS.—One of these powerful ENGINES HAS JUST BEEN ERECTED, and is NOW SET TO WORK, at Messrs. BURLEY and BUNN'S, Engineers, No. 33, BOROUGH ROAD, where it may be seen in operation daily, and its powers subjected to any required test. These stamps, after the most careful inspection, have already been adopted by the following companies:—

- THE ENGLISH AND AUSTRALIAN COPPER COMPANY.
- THE ANTO-CALIFORNIA GOLD MINING COMPANY.
- THE ALLIANCE GOLD MINING COMPANY.
- THE ANTO-AUSTRALIAN GOLD MINING COMPANY.
- THE MEXICAN AND SOUTH-AMERICAN MINING COMPANY.
- THE SAN JUAN DEL REY (Gold, Brazil).
- THE LYNARS LEAD MINING ASSOCIATION (Spain).
- THE LONDON AND CALIFORNIA GOLD QUARTZ CRUSHING COMPANY.
- THE ALMAIDA MINING AND SMOELTING COMPANY (Spain).
- THE SAN FERNANDO LEAD MINING COMPANY (Carolina, Spain).
- THE NEW LYNARS LEAD MINING ASSOCIATION (Spain).

And they are about being adopted by several other companies and private individuals, who have carefully tested the results of their crushing powers, and submitted the same to the most severe tests. In proof of the utility of these engines, it may be observed, that the saving in manual labour which they will effect to one company alone (the St. John del Rey) will amount to many thousand pounds sterling per annum.—For cards to view the engine at Messrs. Burley and Bunn's, apply, by letter, to Mr. Isham Baggs, Mining Journal office, 26, Fleet-street, London, where any further particulars may be obtained on application.

IMPROVED STEAM HAMMERS.—MR. ISHAM BAGGS is now prepared to SUPPLY ironmasters, engineers, manufacturers, and miners, with STEAM HAMMERS and STAMPS of IMPROVED CONSTRUCTION, for forging and hammering iron and other metals, driving piles, and stamping and crushing gold quartz, metallic ores, and minerals of every description. By the introduction of a principle recently patented by himself, in conjunction with Mr. Frederick Bramwell, C.E., no less than FIFTY PER CENT. OF THE STEAM now used is saved, while the blow struck is very much harder than in the engines now in use.

THE NEW STEAM-STAMPS, for crushing ores, have been adopted by many of the leading companies, and they are now at work in various parts of North and South America, Australia, and England. They are eminently adapted for spalling, as well as crushing to fine powder, and they effect an enormous saving in superfluous manual labour. A four-horse steam-stamp complete, with all the latest improvements, £210 (royalty included), for cash; a twenty-horse engine ditto, £650, and other sizes at proportionate rates. Contracts to any extent undertaken. For further particulars, apply to Mr. Isham Baggs, Mining Journal office, No. 26, Fleet-street, London.

SEVERAL OF BAGGS'S PATENT STEAM STAMPS (at prices varying from £75 to £150) are NOW ON SALE, and READY FOR DELIVERY AT A DAY'S NOTICE. They effect an enormous saving of time and labour in spalling, cobbling, and crushing ores. All communications to be addressed, Mr. Isham Baggs, Mining Journal office, 26, Fleet-street, London.

MINING.—MUCH MINING WEALTH REMAINS UNEXPLORED in consequence of the large capital necessary to try the real value of mining property. This object is now accomplished for a SMALL OUTLAY, without expense, by the HIRE OF MEDWIN and HALL'S PATENT PORTABLE STEAM-ENGINE, for pumping, winding, &c. These engines may be rented for any time required, at 10, 14, 20, or 30-horse power, and upwards, are strong, simple, mounted on broad wagon-wheels, horse-shafts to remove at pleasure, may be set to work without delay of fixing brick-work, chimney, &c. Several are ready for delivery, either at auction or purchase.—Apply to Messrs. Medwin and Hall, engineers, 62, Blackfriars-square. Some of the above engines are already employed in mining purposes.

SCIENTIFIC AND TECHNOLOGICAL EDUCATION IN SCHOOLS.—The subscriber has a large assortment of APPARATUS and MATERIALS specially adapted to this use. See "Special Reports" on Grants to the Purchase of Apparatus for Instruction in Science. By the Rev. H. MONTAGU, M.A., F.R.S., Her Majesty's Inspector of Schools, &c., Jan. 5, 1853.—Minutes of the Committee of Council on Education. JOHN J. GRIFFIN, 10, Finsbury-square.

CHEMICAL TESTING IN THE ARTS.—GRADUATED APPARATUS for determining the STRENGTH and PURITY of ACIDS ALKALIES, BLEACHING POWDER, VINEGAR, NITRE, INDIGO, &c. Hydrogen gas of every description graduated with accuracy. Chemical Thermometers. JOHN J. GRIFFIN, 10, Finsbury-square.

Original Correspondence.

PREVENTION OF SMOKE.

Sir,—Without presuming to interfere with the course of reasoning pursued in your series of papers, entitled "Facts and Fallacies about Smoke," I venture to solicit the attention of your readers to the testimonials in favour of my means of "Smoke Prevention," which will be found in another column of this Journal. Such, and other public and scores of private proofs that I am making steady, increasing, and satisfactory progress with my inventions for the subversion of smoke, allow me to paste into my scrap book the virulent anonymous epistles upon which my opponents devote their time, with much complacency. And very grateful to your good self and other friends, I remain, &c., J. LEE STEVENS.

King William-street, Nov. 18.

MINING IN IRELAND.

Sir,—I have read with much care the letters of "Hibernicus," and he must excuse me if I do not quite agree with him in the course he has adopted in directing attention to the mining industry of Ireland. I have myself frequently visited that country, and have an interest in several mines, some of which, I am free to admit, are not yielding profitable returns, but which is to be accounted for by the comparatively limited working—the object being in the first instance, as I think should be the case in all, fairly to prove your ground before buildings and machinery be erected, and an expensive staff of officers employed. Nevertheless, with some concerns in which I have embarked I am well satisfied with my investment, and the care observed in keeping the accounts is highly praiseworthy. Although your correspondent's object is good, and that he means right in the end, I have no doubt, yet I would respectfully submit to him that the course he is taking is rather calculated to defeat that object than to advance it; I mean the reference he makes to those bubble schemes: which, I agree with him, reflect discredit on the originators of such measures, and are, at the same time, in a measure calculated to affect the mining interests of that country by directing attention to abuses. There would, indeed, be strange were we to find any one class of society where there is not a black sheep, but it would, indeed, be most unjust to prejudice the capitalist in legitimate mine adventures by holding up this, which I would rather consider an exception to the general rule. As it is not my intention to follow in the wake of "Hibernicus," but rather to attempt, by way of illustration (in citing cases which I gather from your columns), to prove the benefits derivable from mining in Ireland, whether by the *in* or *out*-adventurer, the merchant, or the working classes, I will at once take the returns of Irish mines for the past nine months, which will readily show the importance to be attached to this application of capital, and the beneficial results necessarily attendant. I shall confine myself to the returns of copper ore raised in the past nine months, exclusive of lead ores, and the sulphur ores or mundio from the Wicklow district, as in most instances the sales of the latter two are effected with private firms, more especially the last, the produce being shipped to Liverpool or the North. Taking the nine months of the present year, it will be seen that the produce of 10 mines have yielded 91,77 tons of copper ore, in value 90,075.13s. 6d.; so that together we have about 120,000l. per annum applied by the Irish mines, averaging 9l. 16s. 9d. per ton, or one-eighth that of Cornwall and Devon. The following list will, perhaps, be interesting, at the same time that it bears out the representations made:—

Mine.	Tons.	Amount (9 months).	Av. price.
Berehaven	4096	£16,200 14 0	£9 16 9
Knockmahon	2623	20,160 0 0	11 2 3
Holyford	395	6,486 0 0	16 9 0
Ballynartagh	1139	4,748 2 6	4 3 4
Cronebane	121	1,196 11 0	9 17 8
Connorree	40	1,088 2 0	27 4 0
Galway	471	15 0 0	8 14 0
Tignony	13	320 10 0	30 0 0
Lackanore	41	233 0 0	5 11 0
Ballagahan	32	101 18 0	3 3 8
Total	9137	£90,075 13s. 6d.	£9 16 9

This statement, which I submit to "Hibernicus" and your general readers, is no trifle for the Sister Isle, subject as it is to the many drawbacks which it has to contend with.

AN ENGLISH ADVENTURER IN IRISH MINES.

Threadneedle-street, Nov. 16.

THE GLENAULIN MINE, AND ITS MANAGEMENT.

Sir,—I am glad to observe that my letter in the *Mining Journal*, in reference to Irish Mines and London management, has called forth some remarks from your able correspondent "Hibernicus," with whom I quite agree that, generally speaking, there are no boards of management equal to London boards, for business, integrity, and honour; but still, wherever abuses are known to exist, the sooner they are exposed, and their consequences scattered, the better. The Royal Hibernian, to wit! think, however, the time is not far distant when another great affair in the mining world, in this district, will convince the public that all is not gold that glitters; and that various efforts will be the result to Irish mines and English capitalists from incompetent persons being placed at the head of mining establishments. What would you think of young gentlemen being sent from London to this country to manage mines?—qualifications, of course, being non-essential—strutting on the stage in the character of *Baron de Bismarck*. Are the Glenaulin directors aware of this? If not, they may soon ascertain the fact. Most of the mines in the district do not appear to be much benefited by the high price of copper; nor do all the numerous (promised) shipments of ore from the mines create a downward tendency in the price of copper; although some there are that have made dividends of profits more than six times the amount of all the ores sold. Where do the dividends come from? *Hibernicus*, Nov. 14.

AN INQUIRER.

MINING IN IRELAND—ROYAL HIBERNIAN, &c.

Sir,—In no country has political agitation been carried to such a height as in Ireland, for the simple reason, that there alone are to be found men so unprincipled as to use any means of carrying out their own selfish and dishonest purposes, quite regardless of consequences. Whenever any useful public work was to be promoted in Ireland, for which advances of money were required, instead of cultivating local enterprise, England was invariably looked to for assistance; and this was rendered in time of need; but when the work was complete, and that England sought repayment of any portion of the debts so incurred with her, there were always to be found men who, instead of acknowledging their responsibilities with gratitude, were ready to repudiate their benefactors, and repudiate their just claims. One would naturally have supposed that the exposure and disappointment of those great political agitators, would have deterred similar men from attempting to play at a similar game in social affairs; but it is not so, for I find in your Journal, under the above heading, some letters signed "Hibernicus," written by a person who describes himself as a "Landholder, and interested in the pursuit of mines."

Now, as this pursuer of mines is not content to attend to his land, if he would favour the public with his name and address one might be able to find out what his object is, and whether he is really what he pretends to be—a disinterested benefactor of those who have engaged him to manage their mines. If I might venture to guess who he is, or is anxious to set Englishmen right in the management of their several mining properties in Ireland, in which many more of his countrymen who do not mind their own business, is anxious to become a local director or inspector of mines, and probably fancying, as no doubt he does, that Englishmen are totally unfit for the management of their affairs should be handed over to some of those Irish landholders who are so remarkable for intelligence and business habits, would have us believe, from the specimen of his literary powers with which he has favoured the public, that he, of all men living, is the best qualified to perform the duties of a mining director.

The Royal Hibernian Mining Company was established by a number of Englishmen, who, after getting capital subscribed, proceeded to work certain mines in the county of Kerry, in Ireland, which, after having been fairly tried, turned out not to be sufficiently remunerative to warrant the directors in continuing to work them. They accordingly determined not to waste money upon these mines, and therefore turned their attention to others, which were found to promise a reasonable return for the expenditure necessarily incurred in the formation of the company; but I would ask, whether this landholder would undertake to establish a company without expense, or could he establish one at all? and if so, why did he not do so?

A special general meeting of the proprietors was held on the 11th of October last, and the directors made their report, which was considered satisfactory by those most deeply interested. I am, however, not satisfied with the report, as it is not the nature of the report, but the substance of it, which I am anxious to know. It was said by the late Dean Swift, that "his countrymen are always sure to form an opinion upon every subject before they know what the subject was," comes forward to give his opinion, which he founds upon what he says he does not know. Of course, it is done with a view of throwing discredit on the directors, either for purpose already suggested, or to give annoyance to some individual member of the board against whom he entertains ill-will; for there can be no other cause assignable, considering that the shareholders themselves were quite satisfied with the management of their property.

In attempting to show the incompetency of English directors, and his own great ability, he refers to the Glenaulin and Carvilleen Mines, which he says "may be held as an abuse of London management," because the mines being divided into 24,000 shares of 10s. each, only 14,000 have been allotted. It is to be supposed that every share invests money in undertakings of this kind expects to receive some return in the way of dividends. We will, therefore, suppose 24,000 shares allotted, and 6000 only 5 per cent. on his capital; whereas if the same amount were to be apportioned 14,000 shares, each proprietor would receive 8 1/2 per cent. Providing for the loss of things may be considered an abuse of management by "Hibernicus"; but it is to be supposed that no man of business, or of common sense, would agree with him in such a proceeding. The foregoing is merely a specimen of the system of agitation lately adopted by persons residing in Ireland, whose manifest object is, so it has always been in that country, to prevent Englishmen, when they invest their money in any

useful undertaking there, from having the least control over it; and the same course will be persevered in if you, Mr. Editor, allow your Journal to be made the tool of such men as "Hibernicus," who has not, amongst all the statements put forward by him, made out a single case capable of proof prejudicial to the characters or capabilities as gentlemen and men of business of the several persons at whom he has aimed his poisoned arrows.

It is quite clear that although the Royal Hibernian Company is the heading chosen by this Irish landowner, his object is to attack everything that was established by English enterprise, for after holding out irregularly in the system of management of almost every mine in Cork, Kerry, and Galway, he touches upon the Lackanore Mines, in Tipperary; and as he had nothing worse to say of them than that another company failed to make them remunerative, and sold them for a low sum, he insinuates that the present directors have not been faithful in the discharge of their duties, and says, he "would like to know" a great many things about the management of which I, for one, think it would be most desirable that neither he nor any other such mischievous meddler should be made aware.

On looking at your Journal, I perceive that although this company have sold a considerable quantity of ore, that they have a large quantity now ready for sale, and that they have already paid a dividend of 5 per cent.; yet, their shares are at a considerable discount; but that is not to be wondered at, while such slanderers as "Hibernicus" are permitted to gratify their envious dispositions in circulating such malicious and unfounded statements as they have lately done.

PORT PHILIP AND COLONIAL GOLD COMPANY.

Sir,—Some shareholders of this company have expressed to me an anxiety respecting the probable value of the returns to be derived from a gold purchasing, melting, and assaying establishment, during the interval before mining operations can be prudently established. They doubt whether buying gold and sending it home can pay well, as many others have many doubts. I will put this part of the business publicly in its proper light, for the benefit of all. From the fact of about 10,000l. of gold having been lately remitted, they may be led to conceive that this is the contemplated mode of carrying on the business, and then infer that no rate of profit attained in this country would compensate for locking up such large amounts of capital during eight months. Were it necessary to send the gold home to market, their calculation would be right; but it is not necessary. Merchants at Melbourne, having remittances to make, will give the full intrinsic value—may, *more than that*, for the convenience of these agents. The gold which has been sent home is probably for the purpose of declaring a dividend at the ensuing meeting. In some quarters I have found an apprehension that a call may be needed. I have an authoritative assurance that this is a needless alarm; and in elucidation of the company's present position, I beg to refer to the extract I formerly gave from Mr. Hopkins's general report:—"With the aid of this important establishment, and gold purchasing on a large scale at the diggings, and disposing of the ingots immediately to the banks and merchants, a very handsome profit may be realised." It is on this principle Mr. Hopkins is acting; it has been found quite unnecessary to send the gold out of this country; he has exceeded his most sanguine expectations in that respect. As a prudent step, Mr. Hopkins stipulated that 50,000 sovereigns should be shipped to Melbourne, waiting for his landing in the colony, to be ready for his use in the gold purchase. But the directors entertained so high a sense of his talents and character, as, on second thoughts to consider, after his departure, this remittance unnecessary. It is only a common-place person that requires funds, and they appear rightly to have estimated him; for though his task has, of course, been rather more arduous without the business which he has conducted in the colony of having found, successfully through the most extraordinary circumstances which were ever known, even in this extraordinary place. In consequence, his reputation and influence is so high, that he has been enabled to obtain the requisite advances from the principal banks for the gold purchase, he returning them billion of a certain fineness. By this means he has, between the sailing of the *Harbinger* and the sailing of the *Argo*, established such a highly prosperous business, that he considers it now safe to return to England, to lay his whole transactions before the shareholders. The amount which he has expended so far, and the returns there must be held the subscribed capital remaining at home to swell the first dividend. And to remove all doubts as to the value of a gold melting and assaying office, purchasing gold in large quantities from the diggers themselves at the seat of their labour, I would remind the shareholders that the company was originally proposed for this purpose only, by directors who have more practical experience than any merchants living upon the remunerative nature of these transactions. It was for this object that Mr. Hopkins's invaluable and experienced assistance was first solicited; the mining branch, it will be remembered, was a subsequent addition, made after the arrival of the experienced and intelligent respecting the discoveries in Victoria. The shareholders may, therefore, rest comfortably assured, that if the gold purchase has not yet been carried out on a great scale, the directors entertain the highest confidence in the eventual result of such operations.—Nov. 15.

P.S.—The shareholders will be glad to hear that there was no serious destruction of property by the fire. Mr. Hopkins, on his first visit to the diggings, in June, 1852, purchased a provision store, as a gold purchasing office, and to supply his workmen cheaply on their arrival. It was not a costly building. This was burned at midnight; but (see despatch 31st Dec.) "the stores, flour, carpenter's tools, and other materials for digging were saved; also the carpenter and smith's shops, stable, &c." There never had been any machinery carried to the diggings.

[ADVERTISEMENT.]

WHEEL SAMSON.

Sir,—Having perceived in your last Journal an advertisement concerning the report of the quarterly meeting of shareholders, which appeared in the *Mining Journal* of the 5th inst., and as my name is frequently mentioned, permit me to state that the account sent by the shareholder is, as far as it goes, perfectly correct.

It appears by the advertisement, that the information was published without the sanction of the directors, and that no shareholder is allowed to report upon their proceedings, unless the author identifies it with his name. I, therefore, presume the gentleman who forwarded the account will not hesitate to acquaint your readers with his name, as the report reflects credit upon his judgment and accuracy, and affords satisfaction to several of the shareholders who were present at the meeting, but who did not vote. In the advertisement signed by order of the board, the directors express a desire to avoid all matters that occurred at the meeting which were not embraced within the legitimate business of the mine, in order to prevent personality and altercation. I am extremely anxious to avoid any personality towards them, as they have, in the treatment they have met with, and I cannot refrain from saying that the substance of their advertisement relating to the meeting is in many respects inaccurate. It states that I seconded Mr. Nottingham's resolution for the dismissal of Mr. Thomas, which certainly was not the case, as a gentleman—a perfect stranger to me—was the seconder; nor did I second any resolution at the meeting, except the vote of thanks to the chairman. It is true that I supported Mr. Nottingham's motion, because I considered that Mr. Thomas, from his occupations throughout life, could never have been in a position of acquiring a good practical knowledge of the mine, and that his presence would be a constant source of annoyance to the shareholders, and that his experience and energy were required to undertake the duties of such an office. Mining skill is not obtained by instinct; and I should like to know whether the gentlemen who supported Mr. Thomas at the meeting have devoted much time in studying the science, and whether they could satisfy a miner that their mining acquirements are sufficient to be entitled to attention and respect. If they can do this, then I will bow to their opinion, and at once declare the competency of Mr. Thomas.

I can positively state that nothing whatever took place at the meeting which did not appear in the advertisement, but I wish to say that the instances that occurred where the directors have not exercised an ordinary prudence to exempt them from blame; and I think your readers will concur with me in this respect when they are acquainted with the fact that the directors, under the advice of Mr. Thomas, actually took money from the subscribed capital to purchase of Mr. Lane, a mining broker, 40 Wheel Samson shares, at 21. 10s. per share.

When a body of shareholders return gentlemen to represent them as directors, it is with the idea that the capital will be appropriated to working purposes, and not with the expectation that the capital will be applied for a speculative purpose, and that their representatives are to turn shareholders with the funds of the shareholders. Though these shares are now locked in an iron safe at the Wheel Samson office, it would be better to have had the amount of the purchase money at the bankers. Several of the shareholders complained strongly upon hearing the money had been taken for such a purpose, and their censure cannot be construed into fastidiousness, or that they were in any way deviating from the legitimate business of the mine.

Another ground of complaint was made respecting a sum of 600l. lent to Mr. Thomas. The advertisement also states that Mr. Thomas gave a very satisfactory and encouraging statement of the prospects of the mine. This can be refuted by any shareholders; and so far from it being encouraging, a shareholder who sat next to me at the meeting would have moved for the dissolution of the company, had I not dissuaded him from it. And I can state with confidence that the gentlemen who voted for Mr. Nottingham's resolution acted in strict accordance with the rules which are necessary to be observed at public meetings, by confining themselves entirely to the business of the mine, and by not indulging in any extraneous matter. In fact, I am surprised how some of them could keep their temper, from the loose answers they received from Mr. Thomas and some of his friends.

A few questions were put to the solicitor of the mine, which might not, perhaps, be agreeable to Mr. Thomas, but those questions closely appertained to the interests of the shareholders, and were quite in connection with the object of the meeting. Should I, Sir, have occasion to address you again, your readers shall know the purport of these questions, and the answers given by Mr. Thomas, as well as other facts, which probably may create surprise and amusement.

With regard to the persons who desired the retention of Mr. Thomas, it would be curious to know many of the reasons for their conduct, and that a large number of free shares in this and other mines in which he is interested.

The statement in the advertisement of the proposition "that proceedings on the mine, as advised by Mr. Thomas was resolved unanimously," is also incorrect. There are many matters connected with the Wheel Samson which the public shall know, if an opportunity occurs; and I challenge Mr. Thomas, or any of his supporters, to deny the truth of what I have stated.

101, York-road, Lambeth, Nov. 14.

LANSBOW MINES, WICKLOW.—One of the miners, while descending the ladder shaft on Tuesday, missed his hold, and after falling several fathoms, was killed on the spot.

TUSSAUD'S EXHIBITION.—In the extensive improvements lately carried out by the Messrs. Tusssaud to meet the increasing demands of his numerous visitors, the Chamber of Horrors has, perhaps, received more improvement than any other part of the exhibition; the rooms before set apart for this purpose being extremely dark and confined, while the present apartment is roomy and light, giving those who are curious to view the criminals of past days the opportunity with increased advantages. In this department, certainly the most curious relic is the head of Robespierre, taken by the late Madame Tusssaud, immediately after his execution by the order of the National Assembly. This model, we have been informed, is the only one known of this detested miscreant.

HOLLOWAY'S OINTMENT AND PILLS, INFALLIBLE REMEDIES FOR THE CURE OF WOUNDS AND SORE LEGS.—Mr. John Wood, of Doughton-terrace, Hull, grazed his shin with an iron hoop some months ago; the place ultimately formed itself into an angry wound, which, instead of showing a disposition to heal, became alarmingly worse, and although he used every remedy, it was feared by himself and friends that the course of the limb would be the only means of saving his life. However, he commenced using Holloway's ointment and pills, which had a marvellous effect, and in the course of a month completely healed the wound and restored him to health. Sold by all druggists, and at Prof. Holloway's establishment, 241, Strand, London.

Meetings of Mining Companies.

NANTLLE VALE SLATE COMPANY.

The general half yearly meeting was held at the offices, Moorgate-street, on Wednesday, Mr. WILKINSON in the chair.

The notice convening the meeting having been read, the financial statement was submitted, showing a balance in favour of the company of 1001l. 8s. 2d. The balance of capital applicable for the use of the company, as may be hereafter required, 7837l. 10s.

The committee, in their report, congratulated the shareholders upon the improved condition of their property, and expressed their entire confidence in the safe and profitable character of the undertaking. Although the works have been greatly retarded by the hard bars of granite which have on two occasions interrupted the progress of the miners, 105 yards of the tunnel were already completed. The slate vein on the north side had been discovered to extend 50 yards beyond the present openings, and to consist of the best and purest rock, and the committee confidently look forward to highly remunerative profits from this part of the works. The eastern quarry had been effectually cleared and extensively opened, and the returns from thence highly satisfactory. The opening of the rock at the Victoria Quarry was exceedingly promising; it was found to be remarkably pure. It is contemplated, upon the completion of the arrangements, about 400 tons of slate will be raised per month. In consequence of the unprecedented demand for slate, a considerable rise had taken place, and most of the quarries had extensive orders on hand. After deducting the incidental expenses connected with the manufacture of slate, royalty, cartage, &c., the committee recommended the declaration of a second dividend at the rate of 12 1/2 per cent. per annum, and conclude their report by remarking that from the magnitude of the slate vein, the very excellent quality of the rock, the highly remunerative price of the slate, and the profitable nature of the present united workings, the undertaking presents all the elements of a sound and profitable investment, and will fully realise the most sanguine expectations.

The CHAIRMAN said that, in rising to propose the adoption of the report, he did so with a great deal of satisfaction. Although the workings up to the present time had merely been preliminary, yet so great had been the success of the undertaking, that the directors were in the position to offer a dividend at the rate of 12 1/2 per cent. per annum. It must be very satisfactory to the shareholders to see the prosperity which had attended the company at so early a period, and it was exceedingly gratifying to the directors to be in a position to lay before the meeting so encouraging a report. Before the report was adopted, however, he would state that the directors had that morning received a letter from Mr. John Horne, their managing director, and which he thought it very desirable should be read to the meeting.

Mr. BACON (the secretary) then read the letter, of which the following is an abstract:—"The make of slate for the past year has been as large as could be expected under the circumstances, and the strictest economy has been observed in every item of expenditure. The quality of the rock is of the most superior description, and the returns of slate have been truly surprising. The appearance of the Victoria Quarry is a sufficient guarantee for the success of the company, and gives the Ty-Mawr Quarry an undeniable right to rank amongst the best in Wales. The success of the undertaking is no longer questionable."

The CHAIRMAN thought the company very fortunate in having for their manager a man of such experience, ability, and integrity as John Horne; and believing that he had exerted himself to the utmost for the benefit of the shareholders, the directors had presented him with a silver teapot (which is the "handsome present" referred to in his letter), as a trifling reward for his meritorious services. He (the chairman) was one of those who thought there was nothing lost by a spirit of liberality, and nothing ever gave him more gratification than to find a reward of merit presented to those who deserve it. He concluded by proposing that the report of the directors be adopted.

The proposition having been seconded was carried unanimously.—The two retiring directors were unanimously re-elected.

A vote of thanks to the chairman and directors, and also to Mr. Bacon (the secretary), terminated the proceedings, which were throughout conducted with the utmost unanimity.

CUBERT UNITED MINING COMPANY.

The adjourned meeting of shareholders was held at the offices of the company, King William-street, on Monday, the 13th inst.—Mr. R. BYRON in the chair.

The CHAIRMAN, in opening the business, said the present meeting was held in consequence of not having received Capt. Richards's report at the last. As he anticipated, it was received the following morning, with a satisfactory explanation as to the delay. The minutes of the last meeting, and a special meeting having been confirmed, Mr. J. B. THESOTT (the secretary) read the following report of the committee:—

Nov. 7.—The particular attention of your committee since the general meeting, held on the 22d August last, has been more especially directed to the consideration of placing the mine under such efficient management as in the opinion of your committee would give satisfaction to the shareholders at large. Your committee have, therefore, the pleasure of reporting, that in accordance and agreeably with the resolutions passed at such meeting, they had succeeded in obtaining the valuable services of Capt. Samuel Richards, who has been appointed superintending manager, together with Capt. John Trewin and Arthur Down as underground agents, as likewise a clerk and storekeeper. The appointment of Capt. Richards, whose well-known capabilities and standing as an experienced lead miner will afford a sufficient guarantee as to the proper and efficient working of the mines for the future, and but a short time will evidence the value and importance of such appointment. The statement of accounts particulars the expenditure and receipts for July, August, and September months will be submitted for your approval and adoption, showing a balance against the mine of 350l. 11s. 8d., and balance of liabilities over assets, including October labour cost and merchants' bills, estimated at 370l. 14s. 8d. It should, however, be observed that the expenditure incurred in the months of July and August has been unusually heavy, arising from sundry repairs, &c., required at surface, to which addition was made at the last meeting. There is also another item of considerable magnitude—namely, the cost of supply of coals for the winter months, amounting to 395l. 17s. 2d. The average cost per ton, including first cost, freight, cartage, and landing charges, is 15s. 4 1/2d., delivered on the mine, which must be regarded as extremely moderate, when the enhanced price of coal and rate of freight are taken into consideration; the future costs will, consequently, be lessened considerably. To liquidate the present liabilities, and provide funds for the next two months' costs, your committee recommend that a call be made of 2s. 6d. per share, payable within 21 days.

The reports of Capt. Samuel Richards were then read as follows:—
At 9 ft. level.—The 10 ft. level engine-shaft (now down 3 ft. 9 in. below the 46 ft. level) is about 15 in. wide, composed of spar, flouk, mundie, and spots of lead, with a more promising appearance than for several feet sinking. The lode in the 46 ft. level north, in the last 3 fms., has produced about 1 1/2 ton of lead; the end is not so good at present, but is producing rich stones of lead, and from its appearance, we may expect an improvement again shortly. In the south level the lode for the last 3 fms. has been small and unproductive, but it is now increasing in size, improving in character, and producing occasional stones of lead. The whim-shaft (called Towsey's shaft) is about 7 fms. below the 36 ft. level; the lode here is a good size and promising character, with spots of lead. This shaft is about 5 fms. south of the 46 south end. We shall lose no time in making a communication for ventilation and convenience in drawing away the stuff. The lode in the engine-shaft, at Trebiskin (now down 7 fms. 3 ft. 3 in. below the 45 ft. level), continues about the same size and character as for some weeks past, being about 18 in. wide, composed of spar, flouk, and stones of lead, and altogether presents a very promising appearance. The lode in the 45 ft. level east is about 1 ft. wide, chiefly spar and mundie. The rise in the back of the 45 level is up 3 1/2 fms., and will average about 15 in. wide, with some stones and spots of ore, but not enough to value. In the 35 ft. level west end, the lode is worth 3 cwt. of lead per fm. In the 35 ft. level east, the lode in the last 2 fms. has produced about half a ton of lead per fm., and the present end is of about the same value. The lode in the 25 ft. level west is at present small; we have taken two of the men from the end to stop the leady part of the back of the level on tut-work. The 15 ft. level west being extended a long way (upwards of 130 fms. from the engine-shaft), and the air being bad, we have taken the endmen to stop the back of this level also.

Nov. 9.—We have in several places, where the prospects do not warrant the expectation of speedy returns, reduced the number of men, and you will find by the setting list (which you will receive in a few days) the present number of underground men, where they are employed, and the price per fm. of the different places they are working at. The 46 ft. level north, at Trebiskin, has for some distance been in paying ground, and the appearance of the lode in the present end warrants the recommendation of its being continued by four men. The same may be said of the lode in the south end; and as there is some tribute ground already opened here, it is very desirable to continue this level with the level with Towsey's shaft, for the reasons stated. At Trebiskin 45 level we have reduced the number of men in the north end to two, but we have six men in the rise in the back of the western level, to communicate as soon as possible with the 35 ft. level, and for taking away the leady ground already opened to advantage. The 35 ft. north as at present will pay for itself and leave profitable backs; the western end will pay part of the expense of driving, and may lead to other discoveries. The 25 west may be extended at no great expense by two men, and some of the backs will now be taken away at a profit, as also the back of the 15 west. The lead is so bunched in these lodes, that it is impossible for me to make a more accurate estimate of the future returns, but I have no doubt, by the present arrangement, that we shall be able to make a considerable increase in the quantity raised of late, without much increase of costs. I do not expect that the cost-sheet can be prepared by the time you refer to, partly owing to its being such an out-of-the-way place to communicate with. I have, however, written to the parties on the mine to do so, if possible; and if they cannot complete it, then to send on an estimate of the probable amount. I expect it will be higher than usual, from the circumstance of its embracing six weeks' labour—it would, under the usual arrangement, have been five weeks; and when I took on, I was obliged to move off the setting and pay-day one week, to suit my engagements.

The following is an abstract of the accounts from Aug. 23d to Nov. 14th, 1853:—

July labour cost, merchants' bills, &c.	£ 462 9 6
August ditto ditto	601 12 5
September ditto ditto	427 10 2
Cost of 315 tons of coals, at 15s. 4 1/2d. per ton	395 17 2
By balance in hand, August 22	£147 17 0
Cash on account of call	47 10 0
Discount on merchants' bills	0 8 10
Balance against adventurers	350 14 8 = £1870 10 9
LIABILITIES.	
Merchants' bills unpaid	£ 453 15 8
Oct. labour cost and merchants' bills, estimated at	490 0 0 = £ 913 15 8
ASSETS.	
Cash balance at banker's	£ 103 1 0
One bill, due 21st November	427 10 2
Arrears of calls	12 10 0
Balance	370 14 8 = £ 913 15 8

The CHAIRMAN said the accounts were made up to the last day, which placed the mine apparently in an unfavourable position. The labour cost was brought down to the end of Oct.; and it would be only fair to include there they had at grass, which was upwards of 20 tons, and would realise at least 300l., reducing the balance against the mine to merely a nominal amount. He considered the statements of Mr. Bromfield were most unjustifiable, and to talk about abandoning the mine preposterous. Mr. Bromfield had taken a most prominent part in getting rid of their late agent, which, in his (the chairman's) opinion, was too precipitate, and might have placed them in a very serious position had they been able to obtain a more reliable agent. Mr. Essox was of opinion Mr. Bromfield must have been in total ignorance of the subject, and known nothing about mining, or he would have congratulated the share-

ways understood it as a good property, if properly managed, but believed they were bound to have a Deed of Settlement; and without imputing anything wrong to Mr. Oxenford, sometimes the transactions were that gentleman's, and sometimes the company's; but, notwithstanding, the committee should compel Mr. Oxenford, as a trustee, to give every information to the shareholders, and also to produce the books.

THE CHAIRMAN observed that the company was provisionally, but not completely

notwithstanding, I do not debar myself from obtaining those materials which are actually necessary from month to month for the proper working of the mine. I hope you will concur with me in the present mode of management, but should you advise anything more being done, or any alterations in my present system, I shall be glad to adopt them. It will give me great pleasure when the time arrives that will enable me to work the mine on its own resources, and, moreover, give the shareholders that which they deserve—dividends. With this I forward a pen and ink sketch, which I hope will assist you in ascertaining the meaning of this statement, which I trust will be satisfactory to you.—J. ROBERT: Nov. 14.

In the 12 ft. level, east of the engine-shaft, we are carrying about 3 ft. of the south part of the lode, which contains cubes and a mixture of ore, the whole of which is saving work; the remaining part of the lode will sink through when the winze is communicated; there is a decided improvement in the character of the lode, when compared with the adit level; in fact, it is at present very promising indeed. The winze presents no material alteration since last reported on. All other work is going on favourably.—J. ROBERT: Nov. 16.

BUTTERFIELD.—The lode in the adit end going south is about 1 ft. wide, producing good stones of lead, perhaps 3 cwt. to a ton. In the south adit cross-cut we are driving about 10 fms. per month.—JOHN KEMP: Nov. 15.

CALSTOCK UNITED.—Our pitwork being completed in the south mine, we have resumed sinking the engine-shaft, which is taken as a bargain to sink to the 30 ft. level, at 11 ft. per fathom. The lode is cut east of the cross-course in the 20 ft. level, and we have broken some stones of copper ore, but as yet the ground is much disordered and unsettled by the cross-course. The tram-road is in full work from Hancock's shaft, and the muddle pitches are more productive than we have ever seen them. The engineers, carpenters, and smiths are progressing favourably with the alterations in the machinery for Caroline shaft. In the 42 ft. east, in this part of the mine, the lode is 3 ft. wide, saving work, but not rich; ground more favourable for driving as we extend east.—J. KENNEDY: W. COOK: Nov. 14.

CARADON WOOD.—The engine-shaft is sunk to the depth of 49 fms. below the surface; an adit is communicated to this shaft, down 3 fms.; and at a point 30 fms. below the adit, the main lode is intersected and driven on north about 30 fms., and south about 30 fms., and found to be from 3 ft. to 4 ft. wide, underlying east about 6 feet to a fathom, composed of quartz, muddle, and floukan, with occasional stones of lead ore. A cross-cut has been driven east about 30 fms., and intersected two lodes. The first or middle lode is small, composed of floukan and soft killas, and very nearly perpendicular. The second, which is about 30 fms. east of main lode, has been driven on north about 30 fms., and also south about 30 fms.; for this length it varies in size from 1 ft. to 4 ft., underlying east about 3 ft. to a fathom, and composed of quartz, muddle, and floukan, with a small quantity of lead ore. At the bottom of this shaft a cross-cut has been driven east about 30 fms., at a point 12 fms. east from this shaft the main lode is intersected, and driven on north about 20 fms., keeping its regular dip or underlay east of about 6 ft. to the fathom. The general indications presented on the lode in this level are more congenial for lead ore than in the 30 ft. level; and at a point 6 fms. east from this lode the middle lode is intersected, and will fall in with the main lode at about 6 fms. below this level: there is no visible alteration in the character of this lode from what it presented in the level over: 18 fms. east of this lode the eastern lode is intersected, and driven on 6 fms. south and 4 fms. north; for this length it is a large and regular lode, from 3 ft. to 3 ft. wide, and, like the main lode, is improved in its appearance from what it was in the level over: this lode, from its dip or inclination, will fall into the main lode at about 36 fms. below this level, which I consider a very important point to be reached, believing that at the junction of the main and eastern lodes rich deposits of ores will be met with. The ground for sinking and cross-cutting to the lodes is favourable, the price for sinking being about 16d. per fathom, and driving from 4d. to 5d. per fathom, and would recommend the company to sink the whole of the lode to the sinking the shaft, as I see little or no chance of your making a discovery at so shallow a depth as your present levels.—S. STEVENSON: Nov. 12.

COMBARTON CONSOLS.—Since my last, in driving the cross-cut adit, we have discovered a large lode, in size full 12 ft. wide, composed of floukan, and a small quantity of lead, muddle, with spots of lead ore, its bearing north-east and south-west. I calculate the lode will intersect No. 2 lode 30 fms. south-east of the engine-shaft. I am firmly of opinion that where these two lodes form a junction, a rich deposit of silver-lead ore will be the result. I hope to commence sinking the engine-shaft again in the course of another week. The masons have completed the building of the wheel-pit; the carpenters are engaged in building the water-wheel. All other matters are progressing satisfactorily.—J. TREWICK: Nov. 16.

CONISTON UNITED.—The ground in the north cross-cut is a little easier, with branches of large veins, and is now rising from the end as we near the lode. The south cross-cut is much the same last reported.—JOHN BOWNY: Nov. 15.

CREETOWN.—The engine-shaft is now sunk 13 fms. 3 ft. below the 12; the lode is from 1 ft. to 1 ft. wide, with spots of copper and lead. In the 12 west the lode is 2 ft. wide, with a rib on the north wall 6 in. wide, with some very rich copper and lead. The east end, same level, is the same as last reported. I have removed for the present the men from the backs of No. 3, and put them to stop the backs of the 12, where we have some good ore. I hope to get off all our ores this week.—M. WOOLCOTT: Nov. 16.

CUBERT UNITED.—There has been no lode taken down in the engine-shaft since our last. No important alteration in the lode in the back of the 45 west: the lode to the east in this level produces some spots of lead. No lode taken down in the 35 west during the past week; the lode in this level east is not so rich for lead as it has been for the last 3 fms. driving. The lode in the 25 west is producing a little lead. During the past week we have not yet examined the 35 ft. level, east of Henry's shaft, and find, about 40 fms. east of this shaft, a good lode of lead ore, and at the bottom of the level, several fathoms in length; at this point in the 35 we have also driven through some good ore ground, and have put a pair of men to sink from this place to the 35 ft. level, which will, in all probability, lay open some very profitable ground. We have taken the men from the 15 west to rise and stop back, a few fms. behind the end; the lode here is 10 in. wide, yielding 10 cwt. of lead per fm. The shaftmen Trebbell are still engaged about the work referred to in our last, and will be completed about the end of this week, when they will resume sinking as before. The lode in the 45 north is less productive than stated in our last, but is still of a very promising character; the lode in this level south is much the same as last reported. We have on the mine, dressed and undressed, about 19 tons of ore. Our engine and pitwork is in very good working condition.—ARTHUR DOWNS: JOHN TREWICK: Nov. 15.

DEVON CONSOLS NORTH.—Our men have completed cutting the plat, and I have set the cross-cut to drive south from the engine-shaft by six men, at 14d. per fm., for the month out, or to cut the lode. There is a quantity of water issuing from the end, which stains the country green, and which I consider a favourable indication.—H. WILLIAMS.

DREWSTON.—Since my last, we have holed to the adit level that was driven to under the line quarry, and we have good air now in the adit, which will enable us to clear the adit all through the quarry. I have put the men to work to lay in the adit, to make it higher and higher, as it is so small we can scarcely go through it.—T. GIBLEY: Nov. 16.

DUNSEY WHEAL PHOENIX.—The lode in the eastern shaft is still producing good work for tin. We shall complete cutting down the shaft in about a fortnight to the adit level.

EAST WHEAL BEDFORD.—The water is in tank to the bottom of the shaft. The men are now busy engaged in casing and dividing the shaft, which will be finished by Thursday, when we shall begin to cut the pit in the 20 fathom level. The engine works very steadily, keeping the water at about four strokes per minute, 1-ft. stroke. THOMAS TREWICK: Nov. 16.

EAST WHEAL RUSSELL.—Hitchins's shaft is sunk and made good 5 fms. below the 66 ft. level. The lode in the bottom of the shaft is still in strong gossan, and keeps its magnificent size. We are still driving on the south part of the lode at the 66 ft. level; we intend to drive on a few fathoms, then cross-cut the lode north. The 35 ft. level is looking very promising, and without ore. We have put the 45 ft. level to sink in the bottom of the lode a few feet, to produce the lode going down; they are raising good work. This sink is 15 fms. east of the 55 end, and is driving east on a lode close to the present end in the north cross-cut in the 45 ft. level. The lode is composed of sparry calcareous and gossan, 3 ft. wide. We are progressing with the adit level, towards Homersham's shaft, with very good speed. We have not yet reached the main part of the lode in the tunnel level end, in the cross-cut driving north. The pitch in the back of the level is still looking as reported. The tributaries will do very well, all appearance. We have nearly finished dressing at the tunnel for the next sampling, when we shall have, I believe, not less than 30 tons of ore.—W. METHERELL: Nov. 16.

Hitchins's shaft is still in strong gossan. The 66 ft. level is just the same as last reported. There appears to be an alteration taking place in the 55 ft. level east; we have about 7 or 8 fms. more to drive to the shaft. We are getting on rapidly with our dressing operations for the next sampling.—W. METHERELL: Nov. 17.

EXMOOR WHEAL ELIZA.—We have got through the capel at the cross-cut in the 50, and have this day commenced the intersection of the remaining part of the lode, the little we see of it is muddle, interspersed with copper ore, apparently there is a large lode before us. The cross-cut in the 36 is progressing satisfactorily. We are still in want of men for the 50 west.—W. DUNSTON: Nov. 16.

EAST WHITE GRIT.—The men have secured the deep level to the distance of 14 fms.; they have about 2 fms. more to do. In about six weeks hence I expect to see the work properly opened. The winze from the 29 ft. level is being sunk by six men, at 10d. per fm.; the ground is much harder, but the ore is improving.—H. P. ELLISTON: Nov. 16.

GAWTON UNITED.—The ground in Bayly's shaft has much improved during the past week, and the men are making good progress in sinking. In the other parts of the western workings there is no alteration since last report. In the adit, east of Sims's shaft, the lode is gradually forming itself clear of the cross-course, and is now about 18 in. wide, composed of branches of peach, spar, muddle, and black and yellow ore, with good indications of improvement.—H. HOSWILL: Nov. 16.

GOREN LEAD.—A lode came from the north shaft carried the lode in the adit end entirely out of its direction; it is at present going more in a west-south-west direction—a very strong lode, with some spots of ore, not worth saving; it is 6 ft. wide. At Price's shaft the water has increased a little this week; the lode is poor; there is about 3 ft. 6 in. of it in the shaft. Delane's cross-cut is just the same as last reported. At Turner's cross-cut I expect the men are near the lode; the water is coming from the present end very strong, and there is a change of ground.—R. MAYNARD: Nov. 12.

GREAT CRINIS.—We have fixed the second plunger-lift in the 60, which works well after completing the little necessary jobs in the shaft, we shall drop the drawing-lift in no difficulties. All difficulties are now overcome; the shaft appears tolerably good and clear below; the water is low, consequently we shall not require such heavy pumps. The pitches and stopes are producing ores as usual. We have time to get some rich ore at Charles's shaft. I expect in a few days to communicate the engine-shaft with Union in the 60, which level I am anxious to get cleared, so as to examine it; the dressing department is going on well.—J. WENN: Nov. 14.

GREAT TREIGNE CONSOLS.—The lode in Hobbler's shaft is from 4 to 6 ft. wide, of a very promising character. At Curke's shaft the lode is looking very promising; it appears to me that we are not much above a course of copper—a more promising lode I never saw formed in the bowels of the earth. We have just holed to the surface of the new tin lode, and no time shall be lost in erecting our rods to sink on its course. I have a very reason to believe we shall shortly meet with a good course of tin.

HEATHMOOR.—In the 20 ft. east the ground is more favourable for driving the lode taken down since our last report; in this level west little has been done, as the old miners' shaft for the purpose of conducting the eastern water to the new plunger at Graham's engine-shaft; this work will be completed by the end of this week, when we shall resume sinking with all possible speed; we also expect to have the balance-sol ready to work on the same day.—J. KENNEDY: J. RICHARDS: Nov. 14.

GWYNLIFLION LEAD.—The ore still holds very well in the cross-cut near the shallow adit sink. In driving south upon the first Shoemaker's lode the ground looks very promising, and I think in a short time we shall meet with some good ore. There is no alteration during the week in driving north upon the second Shoemaker's lode; the deep adit still continues in the same ground. I am preparing for resuming the sinking as soon as possible.—H. RAWSON: Nov. 17.

HENOCK.—The ground in the winze below the 30 ft. level, still remains good for sinking by the side of the lode, being about 6 fms. deep. The ground has greatly improved since last week's report in driving the 40 ft. by the side of the lode. The lode in the back of the same level are looking equally as well as last reported, yielding 1 ton of lead per fathom. We are preparing to sink the winze in the south winze-shaft, the water being too much to make good speed with the tackle; this will be completed in a few days, when I hope to make good progress in sinking. The 30 is now in whole ground, the eastern side of the lode showing occasional spots of lead; the ground is good for driving, with small branches of brown jack, pryan, and congenial for making lead.—H. RICHARD: Nov. 15.

HERODSFOOT.—In the 150 ft. level the south end is suspended, as the lode has been deuced for many fathoms, and the men are now employed in taking it down. There are two stopes in the back of this level, each producing 7 cwt. of ore per fm. The stopes in the back of the 137 ft. level are worth No. 1, 1 cwt.; No. 2, 6 cwt.; No. 3, 5 cwt.; and No. 4, 4 cwt. of ore per fm. In the south end in the 127 fathom level, the lode is moderately easy for driving, worth 6 cwt. of ore per fm. There are three stopes in the back of this level; No. 1 is yielding 7 cwt., and No. 2 and 3 8 cwt., each per fathom. In the 117 ft. level we are driving by the side of the lode. There are three stopes in the back of this level, each producing 6 cwt. of ore per fm. The 106 ft. level is being driven by the side of a very kindly lode, and the stopes in the back are worth—No. 1, 7 cwt.; No. 2, 7 cwt.; No. 3, 9 cwt.; and No. 4, 10 cwt. of ore per fm. In the 94 ft. level we have one stop working in the back, which is worth 5 cwt. of ore per fm. In the 82 ft. level we are still driving the cross-cut westward, and hope to sink the lode very shortly, as the end is getting wet. I am sorry to say the stopes have been less productive during the past month than usual, and we were only able, in consequence, to sample 30 tons of ore; we have, however, some better ground before us, and, therefore, expect to return to the former quantity on the next occasion.—Nov. 14.

HILL BRIDGE CONSOLS.—I hope shortly to get our new shaft holed to the adit. The tin lode is gradually improving.

HINGTON DOWN CONSOLS.—The lode at Morris's shaft, sinking below the 65, as was anticipated, is gradually improving as we go deeper, although it still continues hard, by which our progress is somewhat retarded. In Doidge's winze the lode is more compact, and consequently not so easily wrought, nevertheless it continues of equal value to that of last report. The 65, driving east of Doidge's winze, has shown improvement during the past week, and at present produces 4 tons of ore per fathom. The 65, driving east, is now producing 10 cwt. of ore per fm. In the winze sinking below the 53 no lode has been taken down; the stopes generally throughout the mine continue to yield satisfactory returns.—W. RICHARDS: Nov. 15.

HOLMBUSH.—The lode in the 120 ft. level, west of the great cross-course, is 2½ feet wide, producing 2 tons of copper ore per fm.; the stopes in this level will produce about the same quantity. The ground is soft in the 120 cross-cut south from the eastern end, but no lode met with yet. The ground in cutting through the great cross-course in the 110 ft. level west is more moderate, and we are pushing it on with all speed to see the cauter part of the flap-jack lode. The tribute department is much the same.—WILLIAM LEAS: Nov. 15.

HOPE VALLEY.—The lode in the 35 end driving south is still looking well, and yielding quite as much ore as when I wrote you last viz., 30 cwt. per fathom. The stopes in the back of this level continue to produce 6 fms. The lode in Collers add end west is 4 ft. wide, and produces about 2 tons of ore per fm., and promises still further improvement. The stopes in the 23 ft. level are producing 10 cwt. of lead ore per fm. The stopes in the back of this level, north of pump-sump, will produce 9 cwt. per fm. The stopes in the back of this level, south of pump-sump, will produce 14 cwt. per fm. The 16, driving south, is yielding a little lead ore. The stopes in the back of this level will produce 15 cwt. per fm. The stopes in the back of the 11 will produce 10 cwt. per fm. Upon the whole, this mine has a very promising appearance. We have put the crusher to work, which answers well.—W. BARRETT: Nov. 15.

IRISH CONSOLS.—Since my last a large quantity of quartz, chloride, &c., has been met with in the shaft, and from all that I can see I fully expect the lode, or a large portion of it, will be intersected by sinking another 6 feet. The lode in Collers add end west is 4 ft. wide, and produces about 2 tons of ore per fm., and promises still further improvement. The stopes in the 23 ft. level are producing 10 cwt. of lead ore per fm. The stopes in the back of this level, north of pump-sump, will produce 9 cwt. per fm. The stopes in the back of this level, south of pump-sump, will produce 14 cwt. per fm. The 16, driving south, is yielding a little lead ore. The stopes in the back of this level will produce 15 cwt. per fm. The stopes in the back of the 11 will produce 10 cwt. per fm. Upon the whole, this mine has a very promising appearance. We have put the crusher to work, which answers well.—W. BARRETT: Nov. 15.

KEESWICK.—At Brandler's, the men in cross-cutting have cut through the string mentioned in my last, and have come to a very congenial run of clay-slate, similar to that lying off to the east of the salt sump-shaft; the ground is easier for driving, and we have cut so much water that it has settled about 4 ft. in the old mine, and we are getting more every shift, showing our near approach to the main lode. At Stony-croft, I am glad to say that the water is no impediment in sinking the shaft, and the men are working regularly and satisfactorily. By the end of this week, should the weather continue fine, several of the cottages will be roofed. Everything is being pushed with vigour and energy.—HENRY THOMAS: Nov. 14.

KESWICK.—At Brandler's, the men in cross-cutting have cut through the string mentioned in my last, and have come to a very congenial run of clay-slate, similar to that lying off to the east of the salt sump-shaft; the ground is easier for driving, and we have cut so much water that it has settled about 4 ft. in the old mine, and we are getting more every shift, showing our near approach to the main lode. At Stony-croft, I am glad to say that the water is no impediment in sinking the shaft, and the men are working regularly and satisfactorily. By the end of this week, should the weather continue fine, several of the cottages will be roofed. Everything is being pushed with vigour and energy.—HENRY THOMAS: Nov. 14.

KILBRICKEN.—The lode in the 30 continues to produce good lead and jack; the lode in the 30, in the same way, as was reported in our last, is still producing 2 tons of ore per fm., and is much improved, as we have been delayed by water. The rise in the 20, north of the old engine-shaft, looks very promising, and produces about 1 ton of jack per fm., with some good stones of lead; the lode going down in the bottom of the same level is improving both for lead and jack, but is getting softer, and the water increasing, and I am afraid will eventually prevent us doing much here for the winter; the 20 east is much as last reported.—J. PAUL: Nov. 14.

KIRKCOBRIGHTSHIRE.—The lode in the 86 end west is 3 ft. wide, containing good stones of ore. In the 98 end east the lode is improving in size, and spotted with ore. The other bargains are as last reported.—R. WILLIAMS: Nov. 12.

LEEDS TOWN CONSOLS.—We have set the engine-shaft to sink below the 10 ft. level, 2 fms. at 9d. per fm. Our flat-roof shaft is now down 9 fms. 3 ft. 10 in. below the adit; we have set to sink 18 in. more to ease and divide, to put in footway, and bring the lode to bottom, to the end of the shaft, for sinking as per bargain for 15d. We have cross-cut from the engine-shaft in the 10 ft. level, and cut the great tin lode; here we find it to be more promising than at the adit level, having fine spots of copper ore, white lead, tin, and muddle, and at the ground more favourable. We have suspended driving the adit levels, and set the men to drive east and west on the lode in the 10 ft. level, at 30d. per fm. We have every indication to induce us to believe that by sinking 10 fms. more we shall have something to meet our expectations. The indications at this level are just what I expected to find them, and confirm me in my opinion, already given, of what the lode will prove at the 30 ft. level.—P. RAY: Nov. 14.

LEWIS.—At the engine-shaft there is no alteration since last reported. In the cross-cut south of the 10 ft. level, we expect to cut the lode in about 6 fms. driving; the north lode in this level, east from engine-shaft, is small, and the ground hard, which will prevent us from getting east under the tin ground gone down in the level above as soon as we expected. The lode in the 90, east from Fraed's shaft, is 1 foot wide—low-price stamping-work. The lode in the rise in the 80, is 2 ft. wide, opening tribute ground. In the 70 and 60 ft. levels it is 18 inches wide, producing stones of tin. The south lode in the 90, east from tin shaft, is 2 ft. wide, worth 12d. per fm.; this lode in the 70, west from pump-shaft, is small and unproductive. The lode in the 60, west from Oak shaft, is 18 in. wide, opening good tribute ground. In the 50 west it is 12 in. wide, producing good stones of tin.—MANS RAY: Nov. 14.

LOVEDEN UNITED.—The lode in the 10 ft. level, west of shaft, is not so good for ore as it was in our last report, but it is rather disordered by the cross-measure of ground which we have seen at the level above, and about 4 fms. thick; after that they had a good lode for several fathoms in driving. The lode in the same level east is from 4 to 5 ft., yielding from 15 to 20 cwt. of ore per fm.; this end is now extended about 10 fms. from the shaft. We intend to sink a winze under the deep adit level immediately, about 16 fms. east of shaft, so as to give ventilation for future operations, and from present appearances will lay open a good piece of ore ground for stopping. The two stopes in the back of the adit level are producing 10 cwt. of lead ore per fm. each. The ground in Pen-y-bell is still favourable for driving, and the men are now progressing satisfactorily. The 20 tons of ore sold to Messrs. Sims, Williams, and Co., I expect will be shipped some day in the beginning of next week. Our dressing is progressing, and we shall have another sampling of 20 tons as soon as possible. The dressing machinery is nearly all completed; we shall only want, in addition to what we have, a small water-wheel of about 10 ft. diameter to assist us in our dressing operations, which will cost us about 30d.; this is all we shall want for the next 12 months. In future the merchants bills will be little.—S. TREWICK: Nov. 16.

MINERAL COURT.—There is a very decided improvement in the 18 ft. level; the lode is large, turning out much more tin than when last reported.

MIXON GREAT CONSOLS.—During the past month we have been employed in building our small engine-house, boiler-house, and stack, which are now nearly completed; the buildings are all roofed in, with the exception of our large boiler-house and with lead ore throughout, and carrying a leader on the hanging-wall 6 in. wide, good work for lead ore, which will produce 4 cwt. per fm. The cross-cut driving towards Watson's engine-shaft in the middle level is still in good ground for driving, and we shall reach the shaft in about two or three weeks from now to set Taylor's lode in the shallow level, driving east, is at present small, and no ore to set any value on, being in rather a disordered state, but from present indications it has every appearance of an improvement shortly. The lode in the stopes in the back of this level varies from 2 to 3 ft. wide for full 10 fms. long, composed of decomposed manganese and spar, producing excellent lumps of lead ore, some of which are from 10 to 100 lbs. weight each, yielding on an average 12 cwt. per fm. We have put 10 men working on the north lode in the middle level to cut into the footwall, under expectation that there is a lode more north. The tube of the boiler is on the

fm. The lode in the back of the 42 east, will produce from 1½ to 2 tons of ore per fm. In the open cutting, the lode in the shaft is at present small and disordered, occasioned by a slide. In the adit at the eastern hill the branches of lode is 1½ foot wide, intermixed with spots of yellow ore.—T. BENNETT: Nov. 16.

NORTH BASSET.—The 102 ft. level has been driven west of the new shaft 20 fms.; the lode for the last 10 fms. driving is worth 60d. per fm.; the present end is 36 fms. from the shaft; the lode is 4 ft. wide, worth 60d. per fm. In the winze sinking below the 92 ft. level, west of the new shaft, the lode is worth 30d. per fm. To the west of Lyle's shaft our most important object is in the 52 ft. level, where the lode is 5 ft. wide, with a branch of rich grey ore on the north part 1 ft. wide, worth 60d. per fm., other parts being mixed throughout with grey ore.—T. GLANTIERE.

NORTH DOWNS.—The rise in the 100 ft. level is now progressing favourably, and in our next advice you will be informed of a communication having taken place between this and the 100 ft. level; the lode has not yet been taken down, but immediately the water is drained this work will be accomplished. The lode in the 90 end continues to be worth 20d. per fm.; it maintains its size and regularity, with the same quantity of water issuing from it, which is very strongly mineralised. There is no alteration in the bottom stopes worthy of calling your attention to. The same remarks are applicable to the stopes in the back; they are both producing a fair quantity of good quality ore. The lode in the 80 level winze is 18 in. wide, producing a small quantity of ore. The ground in the 70 cross-cut continues favourable, but we have not yet cut any lode or branch; we have, by my dialling, several feet more to drive to reach it. Our men are now (9 o'clock, p.m.) engaged in fixing the dam at the western part of North Downs Mine, and I believe by 12 o'clock, from the work which I saw an hour ago, the water in this part will effectually be kept back.—P.S. I am happy to inform you that the dam is completed, and it appears to be perfect. We shall commence on Monday to clear stuff to the east of Bennett's shaft, and to fix another dam, and if we succeed in this our object will be accomplished.—JOHN PRINCE: Nov. 12.

NORTH TOWY.—In the shallow adit the lode is 1 foot wide, yielding 5 cwt. of lead per fm. The stopes in the deep adit are poor, the lode being disordered by the cauter, but I believe they will soon improve. We are driving a cross-cut east in the shallow and deep adit levels, the main lode being thrown in that direction by the cauter. In each cross-cut we have strings of spar and spots of lead, and a large stream of water, from which I judge that we are near a good lode. The walls of the smith's shop are up, and the building will soon be finished.—W. H. REYNOLDS: Nov. 12.

NORTH WHEAL BETSY.—We have driven the lobby towards the wheel-pit about 8 fms. (the total distance), leaving 9 fms. more to drive, the which, when completed, will enable us to sink the wheel-pit without hindrance from water, which is the case at present. The carpenters and smiths continue busy engaged preparing the timber and ironwork for the wheel, the castings for which we shall have on the mine, I hope, by the next report. We shall soon prepare the engine-shaft, by securing a surface thereof with timber, and the pulley stands, rods, &c., shall be got on with, that there may be no delay in either of these important portions of the necessary work to be accomplished.—JOSEPH RICHARDS: Nov. 16.

NORTH WHEAL BULLER.—We are still driving the adit end south from Manue's shaft. The ground continues softer, as stated last week, and the lode has much the same appearance.—JAMES BENNETT: Nov. 16.

NORTH WHEAL ROBERT.—The lode in the 42 ft. level, driving west, is about 4 ft. wide, producing good stones of ore, with a very promising appearance of an improvement. Our prospects have undergone no alteration worthy of notice in other parts since last report.—ANTHONY PAVOR: Nov. 16.

PARKWYN AND CARVALSICK.—The engine-shaft is now completed 9 fms. 2 ft. from surface. We have again found some good stones of tin in another branch of one of the lodes, of rich quality. The masons are busily employed in the erection of the engine-house and other buildings. The engine is expected shortly to be on the mine.—JOHN DALE: Nov. 17.

PEMBROKE AND EAST CRINIS.—In the 110 ft. level, at Carlyon's, we have cut into the lode 2 fms.; it is composed of quartz and spots of ore. In the 70 fathom level, west of Hoppe's, we have intersected a lode to the north of the ore, which we have been driving on; it is 2 ft. wide, with spots of ore; this lode will fall in with the other in about 2 fms. further driving. At Reid's shaft, in the 70 ft. level, east of the western cross-cut, the lode is 4 ft. wide, producing 8d. worth of ore per fm. In the 70 ft. level west, on the north lode, is producing 8d. worth of ore per fm. In the 112 ft. level the lode has not been taken down.—Clark's Shaft: In the winze sinking under the 30 ft. level the lode is 2½ ft. wide, producing 2 tons of ore per fm., worth 9d. per ton. In the 40 ft. level, east on the above lode, driving towards the winze, the lode is 2 ft. wide, producing 2 tons of ore per fm., worth 9d. per ton.—East Crinis shaft: In the 112 ft. level west the lode is 3 ft. wide; this level is holed to the winze sinking under the 100 ft. level; in the 112 ft. level east the lode is 18 in. wide, with good spots of ore. We have no alteration in the other levels. We have completed the launders from Pembroke over the wheel, and shall now get on with the stamps as fast as possible.—JOHN LYLE: Nov. 15.

PENHALE CONSOLS.—At the engine-shaft we have commenced fixing the plunger-lift in the 74 ft. level, and no time will be lost in completing this work as quick as possible; in the 74 north the ground is good—lode 18 in. wide, producing 1 cwt. of ore per fathom; in the 74 south, on the east part of the lode, the ground is more moderate—lode small, and at present poor. In the same level south, on the west part of the lode, the ground is good—lode 20 in. wide, producing 4 cwt. of ore per fathom. At Gurney's shaft, in the 58 ft. level south, the ground is moderate—lode small, producing a little ore. At Morcom's shaft, in the 70, we have cleared the north level 17 fms., and according to the old section we have about 6 fms. more to whole ground; in the same level south we have cleared 20 fms., and by the old section we have about 10 fms. more to whole ground. We are stopping the bottom of the lode in the bottom of conveying the water to the engine-shaft, and looking very promising for the next level. In the winze sinking below the 58 the ground is good—lode 15 in. wide, producing 5 cwt. of ore per fathom. We have been compelled to suspend driving the 58 north in consequence of the poor air, but as soon as the winze before mentioned is holed, we shall immediately commence driving it again. The tribute pitches are producing a fair quantity of ore.—R. MORCOM: Nov. 14.

PENHAUGER.—The lode in the 8 ft. level, north of Philips's shaft, is at present small, not yet being far from the slide. In the south end the lode is about 1½ ft. wide, spotted with lead, this end is not yet out of the influence of the slide, but I have no doubt, as we get away from it, to have an improvement in both ends.—JOHN KEMP: Nov. 15.

PENOMPREN.—In answer to your letter respecting the agency at this mine, I am aware it is too high for the number of men who have been working, but I expect long before this to have had at least 20 men at work on tubwork and tribute, and water-wheel, crusher, &c., as was anticipated at the first movements. Should the shareholders think proper of working the mine in this manner, a good second-hand wheel and crusher, with rods, bolts, &c., complete, can be had in this part, which I would recommend by all means their purchasing such articles, as from all accounts we should be shortly in the market with a parcel of ore after the water is drawn out from the mine; the quality of this ore is about the same as that of the lode driven from the lode for the present, which will set at moderate tribute. We are getting on as fast as practicable with the crushing-house, fixing engine, &c., and should we not be delayed by the non-delivery of the machinery or materials, we hope to have the same at work in three weeks. When at work we shall have constant employment for drawing and crushing.—R. CLYMO: J. G. WILSON: Nov. 12.

PERRAN UNITED.—We are preparing the cistern and bearers for the plunger-lift and bearers for dropping the lift to the 80. The stopes in the 40 are turning out fair quantities of ore, and likely to continue to do so. We have resumed driving in the 30 west, where the lode is yielding 3 tons of ore per fm.; we set a rise in back of this level, which will produce 3 tons of ore per fm. The 40 is cleared within 10 fms. of the engine-shaft, when completed several tribute pitches will be opened; in this level we are clearing east towards South Wheal Level, and west towards the lode. At South Wheal Level we are clearing the 40 towards Bolema, and we are opening ground that will set at moderate tribute. We are getting on as fast as practicable with the crushing-house, fixing engine, &c., and should we not be delayed by the non-delivery of the machinery or materials, we hope to have the same at work in three weeks. When at work we shall have constant employment for drawing and crushing.—R. CLYMO: J. G. WILSON: Nov. 12.

PENZANCE CONSOLS.—The whole of the operations of this mine are now confined to the branches, and the old mine lode. The stopes in the 24 ft. level, east of engine-shaft, and south of the spar, is affording good tin; the men are opening and undercutting the ground, so as more effectually to work it; the same may be observed of the stopes in the same level north of the spar; the men may operate with the best effect. The stopes over the 24 is laid open to better advantage than any of the previous, and presents a more favourable appearance than either of them; the tin is in greater abundance and apparently more permanent. The 10 end is extending southward in comparatively easy ground; it presents occasionally some rest-pitches, but is on the whole poor; this together with the stopes in the shallow level, and the ore in the 24, north of the spar, are all tending more or less to the same result, points which it is desirable to explore. The stopes altogether, it is presumed, not yet pay, but they are improving, and as a whole are looking better than they have hitherto done since they have been resumed.—J. TREWICK: Nov. 11.

POLTIMORE.—Since my last report the last pump has been dropped, and the water is now forked to the 40; and in a few days Captain Floyd will be enabled to report on the shaft at that depth. The men in the eastern level are attempting to break gossan in the back end and as last reported. The lode in the lobby running into the wood for the present shifted by a slide, but the men are driving north, where they expect shortly again to cut it.—KOVIN MAUNDER: Nov. 16.

RITTON CASTLE.—The shaft is down 18 fms.; 2 fms. 4 ft. were sunk last month; I have reset it at 14d. per fm.

RESBYN COPPER.—The water-wheel (45 horse power) has been completed and the extended lead and launders put into thorough working order. During the first three days' working the water was pumped out of the two shafts as far as the back of the 9 ft. level, and the progress since that time has been most satisfactory; it is, therefore, expected that in course of a

THE IRON TRADE.

ITS PRESENT CONDITION AND PROSPECTS.

In an article under the above title, which we inserted in our Journal of the 22d October, it was stated that the exports of iron for the first eight months of the present year were at the rate of 1,870,000 tons per annum, which, deducted from the estimated annual production of 2,600,000 tons, would leave only 730,000 tons for home consumption, the requirements for which we estimated at 1,400,000 tons. We now subjoin the particulars of the exports of iron for the first nine months of this year, which are at the rate of 1,900,000 tons per annum, leaving only 700,000 tons for home consumption. It has been represented that our estimate of the home consumption is below the actual quantity required. In addition to this, the great probability of an important modification in the French duties on iron, leads us to expect a large demand for the supply of a market from which British iron has long been excluded. Nor can we lose sight of the fact, that the export of iron has been progressively increasing enormously. In 1851 it exceeded 1850 by 200,000 tons; in 1852 it exceeded 1851 by 150,000 tons; and in 1853 it will exceed 1852 by 450,000 tons. If home consumers and home dealers do not look to these facts, and secure their supplies, it is pretty certain that speculators will reap the advantage of their remissness.

Reports of Iron during the first Nine Months of the Year 1853:—

	Tons	Declared value.	Equiv. in pig-iron.
Pig-iron	238,872	—	238,872
Bar, bolt, and rod	334,701	—	712,934
Wire	7,767	—	11,650
Cast	45,159	—	47,417
Wrought, sundry sorts	139,251	—	185,698
Steel	15,234	—	30,468
Tin-plates	—	£947,549	52,000
Steam-engines	—	368,876	24,000
Machinery	—	1,012,649	49,000
Hardware and cutlery	—	2,682,158	53,000
Making	—	—	Tons 1,425,009
Add one-third for remaining three months	—	—	475,003
Total	—	—	1,900,012

GALT-Y-FFRITH RHEDYD LEAD MINING COMPANY.—This association is formed for the purpose of working the celebrated old Rheddyd Mines, about three miles from Llanwrst, Derbyshire. The capital required is £30,000, in 12,000 shares, of 2s. each. The mines were at first worked with great profit from 1813 to 1822, and afterwards very remuneratively until the year 1830. Several hundred tons of lead ore have been raised, which have realised handsome profits. In the sett there are four lodes, from which returns have been made; in addition to these, there are six others which have been discovered, but not hitherto wrought upon; the lodes vary in width from 2 to 4 feet, 15 in. to 24 in. The mines are in a wood, where there is suitable timber for all mining purposes, without any charges. The country is favourable for working; the stratum being a clay-slate, there is every advantage for the appliances of machinery, and the smallness of the character of the district, and the discovery of several productive lodes, there is every probability that this mine will offer a secure investment for capital. As the Galt-Y-Maen Company have abandoned their lease to join this company, the holders of shares in that association can have them exchanged for scrip in the new company. According to the reports of the agents who have inspected the property, it would appear that it possesses more than average capabilities, and if the capital is judiciously applied, remunerative returns will be afforded.

The starting of a new engine at the Upper Forest Tin Works, about three miles from Swansea, was celebrated with much rejoicing. During the last few years the works have greatly increased, having been carried on with considerable spirit by Messrs. W. Hallam and Co., who took possession in 1845, when there were but a rolling mill and bed plate, which were afterwards enlarged. The Upper Forest Works consist of five rolling mills, whose resources are not to be surpassed by any tin manufacturing (single handed) in the principality, being capable of producing as many as 10,000 boxes of tin plates in a month. The new engine, which is a very powerful condensing one—42 in. cylinder, 6 ft. stroke, intended to work two rolling mills and a forge—was erected by Mr. J. J. Strick, at his works, Clydach, from a drawing made by Mr. William Moyle, son of Mr. Mark Moyle, connected with the extensive works of Messrs. Williams, Foster, and Co. The engine stands clear of all masonry, on a cast-iron frame and of the pedestal, which weighs upwards of 14 tons; the axle is a large and substantial building, occupying, when complete, more than half an acre of ground contiguous to the river Tawe. The mill is strongly built, the roof being sustained by cast-iron pillars 22 ft. high; there are three boilers attached, 30 ft. long, by 6 ft. 6 in., and are fitted up with Slater's safety water gauges, which blow the whistle when there is too much water, or otherwise, and are supplied besides with safety valves, steam gauges, and water cocks, all complete. It is estimated that this portion of the work alone would have cost £500, more, if it had to be executed in the present state of the iron trade. Some of the heavy castings were supplied by Mr. C. H. Smith and the North Abbey Co. The engine started under the superintendence of Mr. W. Roberts, foreman of Mr. Strick's establishment, amidst the roar of cannon, the inspiring strains of Mr. W. Thomas's (of Swansea) band, and the most cheering cheers of the workmen, as well as a large body of visitors from Swansea and the neighbourhood. The engine worked remarkably well, to the entire satisfaction of Mr. Strick, as well as the Messrs. Hallam, the proprietors of the works.—*Cambrian*.

VALUABLE DISCOVERY.—The *Official Venice Gazette*, in a special article, states that the Olympic Academy of Vicenza, having carefully examined the discovery made by their fellow-citizen, Tremeschini, mentioned about six months ago, of electric telegraphy by secret transmission, has publicly declared it to be a most successful invention. The commission appointed to test its efficacy was composed of the councillor-delegates of the Piedmontese superior commissariat, and the Academic Council. The first experiment consisted in sending and receiving a despatch in the common way without secrecy. In the second, a despatch was sent secretly, and the answer received in the same manner by the aid of the new apparatus. In the third, a despatch was sent openly, and the answer received secretly, to show that the secret apparatus might be used or suspended at will. The results of the enquiry show—1st. That the apparatus of Tremeschini may be applied to Morse's telegraph.—2nd. That when the despatch is sent secretly, it can only be received so; any fraud in that respect being subject to immediate detection.—3rd. That secrecy may be suspended or applied at pleasure. The report of the commission is highly eulogistic of the invention.

Transactions on the Stock Exchange.

Shares.	Paid.	Last Price.	Business Done.
100000 Anglo-Australian Gold	1	1/2	1/2
100000 Anglo-Australian Silver	1	1/2	1/2
100000 Australian Gold	1	1/2	1/2
100000 Australian Silver	1	1/2	1/2
100000 Australian Copper	1	1/2	1/2
100000 Australian Freehold	1	1/2	1/2
100000 Australian Maria	1	1/2	1/2
100000 Australian Grand Duchy	1	1/2	1/2
100000 Australian British Australian Gold	1	1/2	1/2
100000 Australian Creek	1	1/2	1/2
100000 Australian Colonial Gold	1	1/2	1/2
100000 Australian Copper Miners of England	1	1/2	1/2
100000 Ditto, Preference	1	1/2	1/2
100000 English and Australian Copper	1	1/2	1/2
100000 Great Nugget Vein	1	1/2	1/2
100000 General	1	1/2	1/2
100000 Lake Bathurst	1	1/2	1/2
100000 Liberty	1	1/2	1/2
100000 London and Gold Coast	1	1/2	1/2
100000 Marquette	1	1/2	1/2
100000 Mexican and South American	1	1/2	1/2
100000 New Granada	1	1/2	1/2
100000 Nouveau Monde	1	1/2	1/2
100000 Port Phillip	1	1/2	1/2
100000 Quartz Rock	1	1/2	1/2
100000 South Australian	1	1/2	1/2
100000 Waller	1	1/2	1/2
100000 West Gaird	1	1/2	1/2
100000 West Mariposa	1	1/2	1/2
100000 Yuba	1	1/2	1/2

MISCELLANEOUS.

Shares.	Companies.	Paid.	Price.
200000 Australian Agricultural	—	17 1/2	43 1/2
200000 Berlin Water Works	—	2 1/2	—
60000 British American Loan	—	35 1/2	61 1/2
100000 Canada	—	32 1/2	71
100000 Crystal Palace	—	1 1/2	6 1/2
50000 Ditto, new	—	1 1/2	3 1/2
120000 Electric Telegraph (A)	—	20	17 1/2
120000 Ditto (B)	—	15	12 1/2
General Screw Steam-Ship Company	—	16	13
50000 Netherlands Land	—	4	2 1/2
123715 North British Australian Loan	—	1 1/2	14 1/2
120000 Peel River Land and Mining	—	5	3 1/2
148000 Royal Mail Steam	—	60	60 1/2
120000 Scottish Australian Investment	—	1	2 1/2
127000 South Australian Land	—	2 1/2	2 1/2
120000 Submarine Telegraph	—	2 1/2	14 1/2
100000 Van Diemen's Land	—	28 1/2	14 1/2
225000 Australasia	—	40	79 1/2
200000 British North American	—	50	62 1/2
400000 Chartered Bank of Asia	—	5	4 1/2
400000 Chartered Bank of India, Australia, and China	—	2	1 1/2
250000 English, Scottish, and Australian Chartered	—	10	15 1/2
250000 London Chartered Bank of Australia	—	10	15 1/2
120000 London Joint Stock	—	20	25 1/2
20000 New South Wales	—	20	49 1/2
240000 Oriental Bank Corporation	—	25	49 1/2
20000 Provincial of Ireland	—	25	45
40000 Ditto, new	—	10	18 1/2
20000 Royal Australian Banking and Gold Importing Co.	—	1	1 1/2
20000 Union of Australia	—	25	73
80000 Ditto, new	—	24	73 1/2

JOINT-STOCK BANKS.

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET, London, November 18, 1853.

ENGLISH IRON.	per Ton.	On the spot	per Ton.	On the spot	per Ton.
Bar and bolt	—	—	—	—	—
In Wales	—	—	—	—	—
In Liverpool	—	—	—	—	—
In Staffordshire	—	—	—	—	—
Sheets, single	—	—	—	—	—
Double	—	—	—	—	—
Hot	—	—	—	—	—
Roll, round	—	—	—	—	—
Nail rod, square	—	—	—	—	—
Rails (Wales)	—	—	—	—	—
(Staffordshire)	—	—	—	—	—
Railway Chairs, Clyde	—	—	—	—	—
Pig, No. 1, Clyde	—	—	—	—	—
3-3ths No. 1 & 2-3ths No.	—	—	—	—	—
No. 1, in Wales	—	—	—	—	—
Scottish Pig No. 1, in London	—	—	—	—	—
Stirling's Non-laminating, or Hardened	—	—	—	—	—
Surface Rails	—	—	—	—	—
Cold-blast, No. 1 Foundry	—	—	—	—	—
Charcoal bars	—	—	—	—	—
Stirling's Patent (Glasg.)	—	—	—	—	—
Toughened Pigs	—	—	—	—	—
Ditto	—	—	—	—	—
Wales	—	—	—	—	—
FOREIGN IRON.	—	—	—	—	—
Swedish	—	—	—	—	—
Russian	—	—	—	—	—
Indian Charcoal Pigs	—	—	—	—	—
in London	—	—	—	—	—
FOREIGN STEEL.	—	—	—	—	—
Swedish keg, nominal	—	—	—	—	—
Ditto fagot	—	—	—	—	—
in sheets	—	—	—	—	—
per ton	—	—	—	—	—
30 0 0	—	—	—	—	—
TERMS:—a, 2 1/2 per cent. dis.; b, net; c, 3 ditto; d, 1 1/2 per cent. dis.; e, 2 ditto; f, 1 1/2 ditto; g, in Liverpool 10s. per ton less; h, discount 5 per cent.	—	—	—	—	—
* Delivered in Liverpool 10s. per ton less.	—	—	—	—	—

SCOTCH PIGS.—In consequence of some weak holders being compelled to realise, the market has slightly receded, and leaves off with buyers for Mixed No. 3, viz., three-fifths No. 1, and two-fifths No. 3, good merchantable brands, free on board at Glasgow, at 79s.; No. 1 Gartsherrie, 85s. to 87s.; No. 1 Summerlee, 85s.; and No. 1 Gienar-nock, 85s. to 86s. The favourite French brand, No. 1 Calder, is much sought after, and now very scarce; the stock is diminishing.

RAILS are more required after, and a better feeling prevails, in anticipation of the American demand being resumed very shortly. Makers are indisposed to sell for forward delivery, expecting higher rates to rule.

SPELTHER firm, and holders unwilling to part with stocks. Some purchases have been made at 22s., December delivery.

COPPER.—A good business doing, principally for the home trade.

BANCA AND STRAITS TIN.—Steady.

SWEDISH IRON AND STEEL.—Without movement.

TIN PLATES.—Dull of sale.

GLASGOW, Nov. 17.—We have since our last had a quiet market for Pig-Iron, with a downward tendency in price. To-day, 77s. for store warrants is sellers' price. Bars are firm at our last quotations, with no evident disposition to advance.

LIVERPOOL, Nov. 17.—We have had during the week an active demand for Manufactured iron, the prices for all kinds of which are firmly maintained. In Scotch Pig-Iron the upward movement has been checked, and a slight reaction has been experienced, arising from the delay in the public announcement of the anticipated reduction in French duties on iron. We close quiet at 79s. per ton for warrants. An advance of 1d. per lb. is declared upon Copper. Tin Plates are without change in price, and in moderate demand. No alteration in other metals.

MINES.—The Mining Share Market has been tolerably active this week, and, upon the whole, quotations have been better. The high prices of copper and lead are improving the condition of the dividend mines, and a few speculative shares are in greater request. Alfred Consols, 25s. to 25 1/2 10s. ex div.; Basset, 600l. to 620l.; South Caradon, 295l. to 300l.; West Caradon, 235l. to 240l.; Mary Ann, 44l. to 45l.; West Providence, 35l. 10s. to 37l. 10s.; Tremayne, 12l. For Great Wheal Alfred there has been a great demand, and prices advanced from 31l. to 40l., and 41l. Eaglebrook, 90l. to 95l. per 128th; Trefusis, 16l.; Trehan, 8l. to 9l.; South Frances, 210l. to 220l.; East Pool, 150l. to 160l.; West Frances, 23l. to 25l. In Great Wheal Badden, a large business has been transacted; the position of this lead mine, as explained at the meeting, held on the 15th inst., being considered highly satisfactory; shares, which a few months since were 4l. each, had lately been selling at 10s. and 12s. 6d. The reaction has now the appearance of being as rapid as the previous fall. The balance against the mine at the meeting was 144l. 12s. 1d.; but no call was made. It was resolved to confine future operations to the lead mine, which, when the new engine gets to work, would, it was reported, be in a position to pay good profits; whilst by stopping the tin mine, the costs would be materially reduced, and machinery of the value of 2000l. to 3000l. could be sold, and become an asset, available either for working capital or for division among the shareholders. Rocks and Trevelyan, 4l. to 4 1/2 5s.; Poltimore, 1l. to 1 1/2 2s. 6d.; Herodsfoot, 9l. to 10l.; Halkin Castle, 15s.; West Alfred Consols, 10l. to 12l.; Gustavus, 1l.; St. Day United, 2l. to 2 1/2 2s. 6d.; Arthur, 25l.; Comford, 30l.; Brewer, 12l. to 13l.; Grambler and St. Aubyn, 23l.; Gilmar, 4l. to 5l.; North Pool, 235l.; Trevelyan, 210l.; North Roskell, 150l.

At North Basset Mine bi-monthly meeting, on Wednesday, the accounts for July and August showed—Balance last account, 1964l. 17s. 6d.; sale of copper ores, 2522l. 6s. 2d.—4487l. 3s. 8d.—Mine cost, 2020l. 6s. 8d.; leaving balance in hand, 2466l. 17s. A dividend of 5s. per share (1500l.) was declared, leaving 966l. 17s. to the credit of next account.

At Providence Mines meeting, on Wednesday, the accounts showed—Balance from last account, 174l. 12s. 3d.; sundries, 8l. 8s. 7d.; copper ores sold (less dues, 17l. 17s. 6d.), 309l. 6s. 3d.; tin, at an average price of 75l. 1s. per ton (less dues, 89l. 7s. 2d.), 1876l. 11s. 1d.—2363l. 18s. 2d.—Labour cost for Aug., Sept., and Oct., 1495l. 14s. 4d.; carriage, 45l. 13s. 5d.; merchants' bills, 643l. 10s. 7d.; leaving balance in favour of adventurers, 1782l. 19s. 10d.

At the Cubert United Mines adjourned meeting, on Monday (Mr. R. Byron in the chair), the accounts showed—Mine cost and merchants' bills for July, 462l. 9s. 6d.; Aug., 601l. 12s. 5d.; Sept., 410l. 11s. 8d.; coals, 395l. 17s. 2d.—1870l. 10s. 9d.—Balance in hand Aug. 22, 1471l. 17s. 3d.; calls received, 47l. 10s.; discount, 8s. 10d.; leaving balance against adventurers, 350l. 14s. 8d. A call of 2s. 6d. per share was made; and Messrs. R. Byron, J. Truscott, and J. Ennor elected the committee of management.

At Trevelyan meeting, on the 11th instant (Mr. J. B. Fenwick in the chair), the accounts showed—By ores sold, 714l. 10s.; calls received, 277l. 17s. 6d.—992l. 7s. 6d.—Balance from last account, 33l. 15s. 5d.; mine cost, Aug., 316l. 3s. 9d.; Sept., 355l. 13s. 7d.; merchants' bills, 268l. 19s. 10d.; dues, 5l. 9s. 8d.; leaving balance in favour of adventurers, 321l. 14s. 3d. The secretary was requested to take the necessary steps to compel the payment of the arrears of calls; and Captain J. D. Osborn's salary was increased to 77l. 7s. per month. Capt. Osborn reported that the engine-shaft was down 9 fms. 3 ft. 6 in. The ground is improved for sinking. The tribute pitches in the western part of the mine are yielding tinstuff of about the usual quantity and quality. The late discovery of copper in John Gilbert's pitch, on Park lode, is now under water; and something ought to be done immediately.

At Great Wheal Badden meeting, on Wednesday, the accounts showed a balance in favour of the mine of 232l. 11s. 5d. Messrs. W. Cluley, W. Sunderland, and W. Robb, were appointed members of the committee of management on behalf of the Manchester shareholders. Captain Charles Thomas stated in his report, that when the new engine-shaft is communicated to the 40 the eastern part of the mine will be in a very good state. The new engine was expected to go to work in about two months, when the sampling would be increased, and the mine put into a profitable state.

At the Red Dragon Mine meeting, on Monday (Mr. J. Sunley in the chair), the accounts showed—Capital, 2100l.—Printing and stationery, 25l. 17s. 9d.; advertisements, 63l. 2s. 6d.; solicitor's charges for lease, &c., 190l.; travelling expenses and assaying, 94l. 2s.; mine cost from March to Oct. (both inclusive), 591l. 5s. 4d.; petty expenses, 29l.; leaving balance in favour of adventurers, 1204l. 12s. 5d. The report of the committee stated that, according to the present bearing of the lode, it may be fairly assumed that it will be intersected in about four months from the present time. The nature of the indications justify the expectation that the result will be successful. The discovery of a mineral had been made, and which, on being tested, had proved to be valuable as a black paint. It was the opinion of the chairman and others that this mineral, the supply of which will be inexhaustible, might be made a profitable article of commerce, and will of itself return a dividend of 5s. per share. The further consideration of the subject was deferred until the bi-monthly meeting. The statement of accounts was very satisfactory. A vote of thanks to the committee, and a similar compliment to the chairman, terminated the proceedings, a detailed report of which will be found in another column.

At the Nantlle Vale Slate Quarry meeting, on Wednesday (Mr. Wilkinson in the chair), the accounts showed a balance of 1601l. 8s. 2d., exclusive of 7837l. 10s. balance of capital applicable for the use of the company, as may be hereafter required. A second dividend of 12 1/2 per cent. per annum was declared. The committee congratulated the shareholders upon the improved condition of their property, and expressed entire confidence in the safe and profitable character of the undertaking. The magnitude of the slate vein, the excellent quality of the rock, the highly remunerative price of slate, and the economy and energy observed by their local manager, Mr. John Horne, present, in the opinion of the committee, all the elements of a sound and profitable investment, and will fully realise the most sanguine expectations. The two retiring directors were re-elected, and a vote of thanks to the chairman, committee, and secretary, for their efficient services, terminated the proceedings, which are more fully detailed in another column.

At the Arundell Copper Mines (Ashburton, Devon) general meeting, held at the offices of the company, 26, New Bridge-street, London (Mr. J. Josh. Hitchens in the chair), the accounts showed—Total amount of capital subscribed, 5340l.—Mine cost, from May, 1852, to Oct. 1853, 3466l. 4s. 5d.; leaving balance in favour of adventurers, 1873l. 15s. 7d. Mr. Calvert had tested 50 lbs. of the mundie with Mr. Berdan's machine, and produced the result to the meeting; it yielded 1 dwt. 4 grs. of pure gold, which would give 2 ozs. 14 dwts. 14 grs. per ton. It was determined to procure several tons of the mundie, to be crushed and amalgamated in the presence of the shareholders. The committee of management were re-elected for the next three months. We refer to the report of the meeting for a more detailed account, opening a most interesting subject for experiment and investigation, affecting the whole of the mining interests of England.

At East Wheal Rose meeting, on the 8th instant, the accounts for July and Aug. showed—Mine costs, coals, and merchants' bills, 5769l. 9s. 5d.; surveyors' and other charges, 194l. 17s. 9d.; carriage of ore and coals, 218l. 0s. 3d.; Stannary Court dues, 8l. 12s. 4d.; three-fourths of Cargill loss, 1454l. 4s. 11d.—7645l. 4s. 8d.—Ores sold (less dues), 3402l. 14s. 9d.; Cargill adventurers for water-charges, &c., 67l. 2s. 9d.; engine and materials supplied South Cargill, 1589l. 3s. 5d.; leaving a balance against adventures of 2595l. 3s. 9d.

At Rocks and Trevelyan United Tin Mining Company meeting on Wednesday (Mr. Thomas Appach in the chair), the accounts showed—Balance in favour of adventurers, 645l. 6s. 5d. The resolution passed the 13th of July, appointing Mr. Chester Cheston and Mr. George Carne directors, was rescinded, in consequence of their non-attendance. In the 20 a valuable discovery had been made of a north lode, 7 to 9 ft. wide, and as far as had been seen averaging from 3 to 4 cwt. per 100 sacks. This month's sale will be about 17 to 18 tons of tin.

At Kirkeudbrightshire Mining Company meeting, on Tuesday, the accounts showed—Balance last account, 468l. 9s. 6d.; ores sold, 1107l. 13s. 1576l. 2s. 6d.—Mine cost, August, 294l. 2s. 5d.; Sept., 248l. 2s. 9d.; Oct., 355l. 1s. 6d.; dividend declared 13th of Sept., 196l. 10s. 9d.; leaving balance in favour of adventurers, 482l. 6s. 10d. Captains Richard Williams and Edward Bowden reported that they had spent 93 fms. of ground, and raised 75 tons of lead ore.

At Birch Allier Mine meeting, on Wednesday (Mr. R. Eales in the chair), the accounts showed—Mine cost, August and September, 455l. 8s. 6d.—Balance last account, 2l. 0s. 2d.; calls received, 337l. 10s.; leaving balance against the mine, 115l. 18s. 4d. A call of 7s. 6d. per share, on 1500 new shares, was made. The reports of Captains W. Martyn and G. R. Odgers were favourable. The engine and machinery were performing their duties very satisfactorily.

At the Devon and Courtenay Consols Mine meeting, on Tuesday (Mr. W. A. Palmer in the chair), the accounts ending November showed—Balance against the company last account, 53l. 14s. 10 1/2 d.; mine cost, Sept., 209l. 16s. 4d.; Oct., 252l. 1s. 7d.; merchants' bills, 96l. 11s.—612l. 3s. 9 1/2 d.—Call of 2s. 6d. per share, 488l. 7s. 6d.; leaving balance against adventurers, 123l. 16s. 3 1/2 d. A call of 3s. per share was made. Capt. Thomas Bawden reported that the winze in the bottom of the 80 fm. level had been sunk 3 fms. 2 ft. through a good lode, worth 30l. per fm. They had 29 tons of ore ready for sale, worth about 200l., and dressed and undressed about 7 tons.

At the West United Hills Mine meeting, on the 12th inst. (Mr. Thos. Camplin in the chair), a financial statement, as near as could be ascertained, was submitted, showing liabilities amounting to about 600l., without any cash in hand, or assets beyond the machinery and materials of the mine, in addition to the arrears of calls, amounting to 239l. 9s. It being the opinion of the Cornish shareholders that the mine presented good prospects of profit, it was resolved that a call of 2s. 6d. per share be made, payable on or before the 1st Dec.

PRACTICAL TREATISE ON COAL MINING.
A PRACTICAL TREATISE ON THE WORKING AND VENTILATION OF COAL MINES, Illustrated with Sixteen Large-sized Plans. Royal 8vo., 12s. 6d.
By JOHN HEDLEY, Mining Engineer.
London: John Wale, No. 59, High Holborn.

This work has been recently translated into French by the Belgian Government Commission of Mines.

THE GOLD ROCKS OF GREAT BRITAIN AND IRELAND:
and a General Outline of the Gold Regions of the whole World. With a Treatise on the Geology of Gold. By JOHN HEDLEY, of Australia, Mineral Surveyor.
London: Chapman and Hall, 193, Piccadilly.

WHY QUARTZ MINING COMPANIES ARE FAILURES.
Just published, price One Shilling.

CALIFORNIA AND ITS GOLD MINES; being a Series of recent Communications from the Mining Districts upon the Present Condition and Future Prospects of Quartz Mining; with an Account of the Richer Deposits, and Incidental Notices of the Climate, Scenery, and Mode of Life in California. Edited by ROBERT ALLSON, of the Stock Exchange.
Greenbridge and Sons, Paternoster-row, and may be had of all booksellers; and of the editor, No. 1, Royal Exchange-buildings.

THE CURABILITY OF CONSUMPTION: being the Reprint of a Series of Papers, presenting the most Prominent and Important Practical Points in the Diagnosis, Prognosis, and Treatment of the Disease. By FRANCIS H. RAMADGE, M.D., Oxon, Fellow of the Royal College of Physicians, &c.
London: Longman, Brown, Green, and Longmans.

Notices to Correspondents.

THE COPPER TRADE.—Sir: It has been reported here (evidently by authority) that the associated copper companies have purchased so large an interest in No. 1 company as to ensure the control, or rather the shutting up, of the said works, so that they may again carry on that unwholesome monopoly, from which the miners are only just emerged, by the spirited withdrawal of No. 1 from it, and that this conclusion is headed by that miner's friend, our new M.P. It is further stated, as another reason, that two or three individuals, largely concerned in mining, had before taken an interest in No. 1 company, for the purpose of supporting the cause of the miners; but they (the M.P. and Co.) were determined to thwart that view, by getting a majority, which they managed to keep secret until the last moment, and by which they obtained their object. I suppose that the miners will bluster a little, and call all sorts of names when out of the smelters' hearing, as is their wont; but I must tell them plainly that if they are not ready, after this affair, "to be up and be doing," they will deserve to be ruled over rough shod (as they will be) by the copper smelters, with only one prayer left to them, "The Lord preserve us from our friends."
—A MINER. *Redruth, Nov. 16.*

SLATE QUARRYING.—Sir: Can any of your correspondents oblige me with some information respecting a patent for rendering available the refuse of slate quarries? I am informed that this object is proposed to be accomplished by fusing or dissolving the slate, and then reducing it to its former state; but I am ignorant of the name of the inventor. I am told that an article on the subject has appeared in your useful publication; but I have not been able to discover it. Any information as to the above, and as to whether it has been practically tested, would oblige—
C. B. A. *Nov. 15.*

WHEAL SAMSON.—The letter of "A Shareholder" can only appear as an advertisement.
OLD FREIBERG MINE.—Sir: I must say I felt rather surprised at the remarks of Mr. Thomas, in last week's Journal, as made at a general meeting of Wheal Samson. Knowing Wheal Samson for above 30 years, I have no wish for a contest, as to the correctness of his observations on that mine; but will endeavour to set him right in his comments on Old Freiberg Mine, by informing him that it ceased working near 20 years since, and that 2000l. worth of ore has not been returned from all its refuse, and all the best ore is 30 ft. off, since that time. As to its leaving a profit is quite out of the question; it barely supported a man, and two horse mine; mine must be drained of its water before 2000l. worth of ore more can be raised.
—N. N. *Enniskerry, Nov. 13.*

T. C. S.—Notwithstanding the conduct of many of the companies is highly censurable, yet in most instances the shareholders have only to blame their own cupidity. A company is formed under the Cost-book System, for working foreign mines; the meetings under this system should be held bi-monthly or quarterly; every shareholder should sign the book; the accounts should be made up to the period of the meetings, and then it would be at the option of the shareholders to retire on payment of their two months' liability. It must be borne in mind that this system is only legally recognised in the Duchy of Cornwall. Nearly all those who took shares in these undertakings must have known these simple facts. They obtained the scrip, thought to dispose of it at a premium, and now cry out because they find themselves duped, as they would have done others. My sympathy is due to those who have embarked their capital through exaggerated mediums and gross misrepresentations; but, surely, no pity can be accorded to those who have played at the "game of speculation," and must, therefore, abide the results.

LEEDS TOWN CONSOLS.—Sir: In your Journal of last Saturday, in noticing the bankruptcy of Mr. Richard Tredinnick, of the Haymarket, you were led into error in stating his debt (for calls) to the above mine to be 412l. 12s. 2d. Allow me to give you a correct statement, by informing you that Mr. Richard Tredinnick only holds nine shares in Leeds Town Consols, and that the sum of his debt to the mine is 2l. 5s., being a call of 5s. per share upon the number of shares referred to.—
C. J. ELEY, Sec. *Adams's Court, Old Broad-street, Nov. 14.*

LAKE SUPERIOR MINING COMPANY.—Sir: Having read a letter in your Journal of the 12th inst., from Capt. William Petherick, stating that there were inaccuracies in the last issue of mine, which appeared on the 26th Sept. last, I beg in reply to state, that I took whatever data or statement I made from the circulars and report sent me by the directors. The prospectus is dated 3d March, and states that Mr. William Petherick be appointed to survey, report, &c., on the mines. The date of the report when furnished is the 17th June last, fully three months ago, which report was professed to be a statement from the directors, as follows:—"And the directors are further highly gratified to be able to state that Capt. Petherick has offered the company his services as manager, thus showing his confidence in the future prospects of the undertaking." My letter of Sept. went to complain, that having got the report so far back as June 17th, no account was given up to that date, as to whether the mines were working, or about to commence. And now again I further complain, that up to this 10th November, no account has been given as to whether the works have been even commenced, or what the directors are about to do. I was most anxious to get Mr. Petherick's report, believing that, if favourable, the shares would have gone up for a very high premium; but it is quite the reverse. All I can say further is, that if the statement made by the directors be not the fact, "that Mr. Petherick offered his services as manager," I may now doubt the report. The sooner the directors explain matters, the better for the shareholders and the public generally. The conditions were, that if Mr. Petherick's report was not favourable, the money was at once to have been returned; and if favourable, the works proceeded with at once. Five months have now elapsed since a favourable report (17th June), and yet no account given of what is done, or about to be done. I am astonished that the rest of the shareholders are so quiet about the matter.—
J. W. RYAN. *Nov. 14.*

NORTH CARADON MINE.—Sir: A considerable time has now elapsed since the directors stated they would issue scrip (or, as they call it, the proper scrip), having rejected the scrip issued by Mr. Bennett, although signed by the purser. I think Mr. Eust, as chairman, ought not to permit it to stand over, the money having been paid to him and the committee's credit by me into the Commercial Bank.—
J. W. RYAN. *Nov. 14.*

RAILWAY SADDLE BRAKES.—Sir: I beg to say that I had no intention to claim priority to Mr. Goble's invention of railway saddle brakes, but to let that gentleman know that the principle of braking on the rails was not new. My attention was first drawn to this subject some eleven years since, when superintending repairs of stationary engines on the Canterbury and Whitstable Railway, previous to the survey being gone up for a very high premium; but it is quite the reverse. All I can say further is, that if the statement made by the directors be not the fact, "that Mr. Petherick offered his services as manager," I may now doubt the report. The sooner the directors explain matters, the better for the shareholders and the public generally. The conditions were, that if Mr. Petherick's report was not favourable, the money was at once to have been returned; and if favourable, the works proceeded with at once. Five months have now elapsed since a favourable report (17th June), and yet no account given of what is done, or about to be done. I am astonished that the rest of the shareholders are so quiet about the matter.—
J. W. RYAN. *Nov. 14.*

"Inquirer" (Birmingham).—The capital of the company is all subscribed, and returns are daily expected from the works. The present offices are 64, Old Broad-st.

ARE WE TO HAVE A MINING EXCHANGE?—Sir: Having read in your widely-circulated Journal the speech of a very high gentleman, connected with the mining interest, desirous of establishing a Mining Exchange, and having, moreover, seriously reflected upon the martyrdom which so respectable and highly-intelligent a body were stated to have endured—compelled to hang about the streets like houseless wanderers, exposed to the inclemency of the weather, to the pitiless rain, the frost, and the snow, jostled by imperative and unrelenting policemen, whose boundary extends no further than the frontage of the Hall of Commerce (the present rendezvous of mining capitalists), regarded with no greater amount of respect than "card swindlers"—namely reflecting, I say, upon this sad state of things, may I be permitted to ask, through the medium of your valuable columns, whether the grievances by which this respectable body of gentlemen have been so long surrounded have been in any shape redressed? I may be told that Rome was not built in a day; but my reply is, that a Mining Exchange was to have been established in a month. That period has elapsed, and I do not find that one preliminary step has been taken in the matter. Taking your report for a guide, what I would ask, has become of the committee appointed to frame the rules and regulations, and to select a suitable place for the transaction of business—business of such extent and magnitude as that in which the mining interest is involved? If anything has occurred to damp the ardour of those who took so chivalrous and prominent a part in the proceedings—if the "petty jealousies" which were anticipated have crushed the prospects of the promoters—it is a circumstance that cannot be too deeply deplored. I have been informed that some few gentlemen have taken a room at a City chop-house, where sherry and shares are alternately discussed; but however agreeable such things may be in their way, they are but a poor foundation for such a structure as this which has been proposed. Disappointed, however, as I confess I am, that there should have been any want of energy, I have yet sufficient confidence in the legitimate representations of the mining interest to hope that they will not relax their exertions, but will triumphantly carry their object into effect.—A MINING CAPTAIN. *St. Just, Nov. 10.*

CROWDING ROCK AND GREEN LAKE COPPER MINING COMPANY.—Sir: I am a shareholder in this adventure, and having heard that Capt. Collier had communicated to the purser the fact of a very important discovery in No. 6 level, I called at the office, in order to see that communication, but without effect. Several other visits for the same purpose had the like result; and on one occasion, when, by giving an hour and a half, I happened to see the purser, I was told by him that "it was a sort of private letter." Being but a novice in mining affairs, I should feel much obliged by being informed whether it is according to the Cost-book System that a purser should take away from the office, for the benefit of his private friends, who are not shareholders, an important report from the mine, whilst those who have bought and paid for the privilege of seeing it, and have struggled through the days of the mine's adversity, are deprived of their rights.—BONA FIDE. *Islington, Nov. 17.*

SM.—Will any of your readers kindly inform me, through your valuable Journal, what duties are generally required for an underground mining captain? I shall feel greatly obliged if some one of your correspondents would give the information, for our guidance.—A CONSTANT READER. *Chester, Nov. 9.*

PENBROKE AND EAST CRINIS.—Sir: Will the manager of these mines tell me where I can find the end in the 70 ft. level where the lode is 15 in. wide, and worth 60l. per ton? I have been there several times, and could not find it. It would be much better for the adventurers and the neighbourhood if so much time and money were not wasted in the cost-house. I have heard that 60,000l. have been spent there already. Is this a fact? If so, it is really a shame; that money, if used with economy, would sink both mines 60 fms deeper.—ONE INTERESTED. *St. Blaise, Nov. 16.*

POLTHORNE MINING COMPANY.—Sir: Permit me the privilege of a few remarks on the affairs of this company, in which I am a shareholder, and against which some invidious comments have been made in your Journal. At the annual general meeting the greatest harmony prevailed. Of "the sinews of mining" we have 16,800l. in hand, and 1810l. in machinery and cottages, with 8280 shares unappropriated, which are held on account of the company at 3s. per share, but which I advocate should not be issued. One shareholder had been to the mine and brought away copper specimens, which he had assayed by Messrs. Johnson and Matthey; they yielded 14 to 15½ per cent. of copper, and 6 to 9 ounces of silver per ton. Another shareholder, from Yorkshire, who had been sceptical as to the quantity of gossan, inspected the mine, and declared his conviction that the supply was "inexhaustible." This gentleman also said he had met many mining agents, but he believed he had got one of the best in Capt. Floyd—information of no slight importance to us Londoners, who know nothing of mining. Capt. Mooros bore testimony to a yield of 10z. 7½ dwts. to the ton; but the crowning testimony was furnished by Mr. Jordan, who requested the shareholders present to accompany him to the Windsor Works, where they witnessed an extraordinary amount of gold after the rate of 32 dwts. from one quality, and 17 dwts. from another, and were assured that almost any quantity of the gossan could be obtained from the mine for many years to come. A gentleman said they could easily extract 100 tons of each kind of the gossan daily. Now, Sir, as I am a business man, I began to calculate the profits on my return home, and found a value of 6l. 8s. from one, and 3l. 8s. from the other; deducting 14s. for expenses (Capt. Mooros says 16s.), leaves 3l. and 2s. Supposing we work 50 tons of each daily, instead of 100 each, I get a return of 105,000l. per annum. This, Sir, is so astounding a figure, I shall feel obliged if you will confirm it; for, if correct, we shall have the most profitable mine in this country, and I doubt much if Australia will ever equal it.—ONE WHO HAS FAITH IN "GOLD IN ENGLAND."

LAKE BATHURST GOLD MINING COMPANY.—Sir: Having observed in your Journal of the 5th inst. a note in the list of correspondents from "B. N.," a shareholder, dated 14th Nov., the writer of this note wishes to correspond with him, if he will forward his address. The address of the writer of this note is left with the Editor of the Mining Journal.—A SHAREHOLDER. *Nov. 18.*

IRISH MINES.—Sir: A good deal has been written through the medium of your valuable Journal in reference to Irish Mining Companies, and being interested in the Knockatellane Copper Mines, which have now been before the public more than twelve months, I avail myself of the present opportunity of stating the following practices. During this period there has been no general meeting of shareholders, and no published accounts of the mine, which we know to have been paid to the account of speculation, has been distributed. Surely, after such a lapse of time, either a dividend, or a public statement of the accounts, should be forthcoming, for the satisfaction of those who have embarked their money. I am aware that a water-wheel has been laid upon the old shaft, as referred to in the original prospectus, but have not as yet heard of any beneficial results arising from that outlay of capital. It is also true, that the managers of the mine are sinking a new shaft; but I have not as yet heard of any efforts being made to procure an engine for working it, and without which it must be utterly useless.—A SHAREHOLDER. *Nov. 5.*

J. C. L. (Dublin).—The following are, we believe, correct answers to your several enquiries. The Royal College of Chemistry, in Liverpool, is a private establishment, although so publicly known and appreciated. It is the only self-supporting college of chemistry in Europe. Its founder, Dr. Muspratt, is an Irishman. The professor's publications are in every language, consequently, he is the only inhabitant of Liverpool that may be said to have European fame. His name will hereafter be associated with Liverpool in the same way that Dalton's is now with Manchester. Mr. Mackenzie, of Glasgow, is the publisher of his last great work; Part I. we shall shortly review. The publisher deserves the highest praise for the costly manner in which he has illustrated it.

EXPLOSIONS IN COAL MINES.—The plan for the prevention of these dreadful calamities by stationary lamps in the mine, to afford both light and ventilation at the same time, is, we believe, a most desirable one; and although we should be unwilling to discourage any attempt which would result in so great a benefit, we do not see how this could be adopted successfully with any practical results. It should be submitted to some experienced viewers, who would be able to judge of its efficacy; we do not think that at present they are so prejudiced as to reject an invention which, if effectively carried out, would so materially benefit the working collier.

"H. R. M." (Leeds).—If, when each individual shareholder wished to retire, the committee, in order to pay him out, were to make a valuation of the machinery, such things would be of constant occurrence. If the person wishing to retire cannot sell his shares, he can give notice to the bi-monthly meeting that he intends to withdraw. His shares are then either sold, or an increased liability is incurred by the remaining shareholders.

A Shareholder in the Great Hevas United Tin Mining Company complains they have now 3500 unappropriated shares in hand, although, to his knowledge, many highly respectable parties who applied were refused allotments altogether, and others a smaller number than wished. Such a course, our correspondent adds, "must be a highly improper mode of proceeding, where the respectability of the applicants is beyond doubt." "A Shareholder" also comments on the heavy costs and the length of time from which any accounts have been rendered: he suggests that the monthly expenses should be regularly published in our Journal.

IRISH COMPANIES.—Sir: Having seen in your Journal of the 12th the remarks respecting this company, I beg to inform you that Mr. Stephens went down with me to the mines, to satisfy himself and his friends in Dublin, who are large shareholders, by personal inspection, of the value of the property, and as to the management at the works; and he neither asked nor received any remuneration for doing so.—T. B. LANE, Sec. *Moorgate-street, Nov. 17.*

EXTRAORDINARY GIFT BY A MINER TO THE WESLEYAN MISSIONARY CAUSE.—Sir: Being greatly interested in all matters which affect our body, I was somewhat astounded on reading that Mr. S. Wilkes, an iron manufacturer, of Wolverhampton, had undertaken to contribute to our cause the munificent sum of 18,779l. 5s. during the ensuing year. That you may be rightly informed on the subject, I enclose a verbatim copy of a note, which was introduced by the Rev. W. H. Kile, to whom it was addressed, in his speech at a Wesleyan Missionary meeting, held a few days since in Wolverhampton:—"My dear Sir, Your humble servant, Samuel Wilkes, a poor Wesleyan, proposes, wishing to give to the cause about the best of his means, to contribute to the year 1854, 18,779l. 5s., and he trusts that the *Trinity* God will enable him to perform his covenant." My chief object, however, in addressing you, Mr. Editor, is, to ascertain the manner in which this princely sum is to be subscribed, and how disposed, as I have a distinct recollection of several considerable contributions being at various times announced from Mr. Wilkes, but have never seen an account of how the sums have been appropriated. For instance, the receipts of our circuit for the past year are stated to be 992l. 2s. 6d. Now, can you, or any of the friends of Wesleyanism, explain how it comes about that the sum of 18,779l. 5s. is so reported last year when that same Mr. Wilkes had promised 75l. per diem, which in the year would amount to 2682l. 15s. 17d. Peradventure, the secretary for this auxiliary has omitted to enter this munificent sum. Mr. Wilkes, if I mistake not, is, or has been, extensively engaged in mining speculations in Ireland; and I should indeed be glad to find that his adventurous spirit had been attended by such success as to enable him to contribute so handsomely to our funds.—A WESLEYAN. *City-road, Nov. 17.*

THE MINING JOURNAL.

Railway and Commercial Gazette.

LONDON, NOVEMBER 19, 1853.

The intention so confidently announced of the present Government of France to relax, to some extent, the restrictive duties on British produce, particularly on iron, is likely to prove one of the most important features in the increasing commercial connection between the two countries. While England was advancing steadily step by step in her progress to free trade, France was equally steady in resisting any encroachment on her antiquated policy. French statesmen and French merchants justified their rigid adherence to the principles of protection to native productions, on alleged apprehensions of the superior commercial enterprise, and the greater capital of this country. Successive English administrations had proposed commercial treaties on equitable terms, but they have been invariably resisted by the prejudices of the French people, as well as of the French Government, grounded on an opinion very generally prevalent in that nation, that the commercial arrangements entered into between the two countries, towards the close of the last century, proved far too favourable to this. It is not surprising that during the reign of NAPOLEON the First his hostility to England should have dictated a restrictive policy, when we remember that he was the author of the continental system, by which he sought to exclude everything English altogether from the continent. His most expensive wars were undertaken with the view of forcing this system upon other states; and although it was destined to fail signally in the events which followed, it still became the traditional policy of subsequent French Governments; and our nearest neighbours have been hitherto most reluctant to meet us on equal terms in the field of fair competition. A new era seems, however, to be opening upon the two greatest and most enlightened nations in the world, and under the wise counsels of the present French ruler, Great Britain and

France, allied together for the preservation of the peace of Europe, are, we trust, likely to be still further and closer united for the mutual advancement of their commercial prosperity. It is, also, highly gratifying that the first probable advance in this most desirable and most important result would appear to be in an article of so much interest to the mining community, and which promises to give so stimulating an impulse to mining enterprise. One of the most remarkable characteristics of the present movement is, that it has originated with an extensive branch of the French iron trade itself, until now most acutely jealous of any foreign interference with what they considered to be their peculiar privileges; circumstances have, however, forced them not only to abandon, but even to solicit, to some extent, the termination of a monopoly which they have themselves so long enjoyed.

A deputation of the metal founders of France was lately received by the EMPEROR, at which they strongly impressed upon him the necessity of reducing the duties on the importation of metals. Amongst other arguments, they observed that it would be impossible to prevent accidents on railways, unless every railway should be laid down with a double line of rails; and they made this important admission, that France was itself unable to supply the quantity of rails requisite for the purpose. They have, of course, opposition to expect from the great ironmasters, who, though inflexibly opposed to the introduction of unwrought iron, are, it is said, willing to concur in a great reduction of the duties on cast-iron and coal. The founders and other artificers, on the other hand, insisting on a general reduction, a commission has been issued by the Government, with the view of reconciling, if possible, these conflicting interests. The ironmasters have very naturally rushed into the French papers to defend what great monopolists always deem vested rights; but the advantages to the public are too numerous and too great to suffer class interests, be they ever so influential, to prevail against them. The French papers all appear in favour of a more liberal system, and insist that the French iron-foundries, instead of being limited, as they now are, to an annual consumption of 500,000 tons of cast-iron, would use double the quantity if the raw material were at their disposal, in virtue of the principle that cheapness increases consumption. They point at England as an instance, which has fewer inhabitants than France, yet the consumption of cast-iron in England is, at least, three times as great as in France. We are assured, on competent authority, that not less than one million of tons of rails will be required to complete the present railways of France; and the home supply being admitted to be deficient, the quantity must, of necessity, be furnished by Great Britain. The feeling throughout France appears to be general, that the protective duties, being to a great extent prohibitory of the introduction of English iron, have already made the nation pay too large an extra sum to the native iron trade; and the current of popular opinion seems to run strongly in favour of their abolition, or, at least, diminution. It being here conceded, that the home supply cannot meet the demand alone of the railways, a perseverance in those duties would deprive France of the means of extending her marine, an object on which she seems intently bent, by the building of iron-ships. In addition to the roads already laid down and open, on which she requires second lines of rails, the Government is daily granting fresh concessions, and new railways are projected in various quarters of that rich and extensive empire. When it is remembered that the use of cast-iron has been there, for a series of years, so restricted, as compared with its use in England, it may be fairly anticipated that, when cheapened by the reduction of duty, its requirements will be enormous. It is remarkable, that although iron is so dear, and the supply so limited in France, it is applied by the French to purposes for which but little use of it is as yet made in England—amongst others to building; and in the modern French buildings iron is being extensively used as a substitute for timber. We have been assured, from a well-informed source, that the demand for iron for architectural purposes in France, and the inability of the native supply to meet that demand, is also one of the causes which has forced the consideration of reducing the duty on the EMPEROR and his Government.

The buildings undertaken, and now in progress, under the Imperial Government in Paris, are on a scale so vast, and of a character so remarkable, that those who have not seen them can form but little conception of their extent and grandeur. It is probable, indeed, certain, that they were originally conceived and designed with a political object—namely, to give employment to the *ouevriers*, or workmen, always a discontented and dangerous class in French out-breaks; but, whatever may have been their origin, they have now assumed not only a national, but a European character. Many thousands of the labouring classes are employed upon them, and great numbers of engineers, iron-founders, smiths, carpenters, painters, and the various classes of artificers, as well as those engaged in the supplying of provisions, are, of course, supported by them. It appears, by the reports of the proper municipal and Government officers, that the expense of the works already undertaken in the French capital will be ten million pounds sterling; and if those projected are carried out, the outlay will, of course, be considerably greater. But these vast improvements are not confined to Paris alone: in most of the great towns it is the policy of the present French Government to give employment to the workmen; and, in addition to the buildings of private enterprise, all the great cathedrals of France are being repaired, and their old roofs, in many instances, superseded by the substitution of iron ones. It is now proposed to roof the great cathedral of Cologne with iron. The stone spire of the cathedral of Rouen, which was struck some years ago by lightning, was replaced by an iron one; they propose, however, to go much further at Cologne, and roof the nave with iron. An iron roof, covered with plates of copper, has been put up in the cathedral of Chartres; and as means have been recently devised by galvanizing iron, for preventing its oxidation from the effects of weather and wet, and as other methods are constantly proposed of coating it with alloys for the same purpose, it is not unreasonable to anticipate its further extensive use.

All the joists and bracings in the new buildings in Paris are made of iron instead of wood, and the floors and roofs rest on iron supporters. When we see old houses daily falling down in London, and witness the miserable lath and plaster edifices to which the system of short tenures gives existence rising around us in the suburbs, we are often tempted to wish that the more solid and substantial state of building adopted by our continental neighbours was rendered imperative also in England. We know of no more certain means of promoting the security and improving the condition of the people than by giving them large, roomy, and substantial buildings to dwell in; and the use of iron in their erection would be a most desirable substitute for the bugs and dry-rot which we import in such quantities at present. Some new buildings, on a very large and splendid scale, are now in course of erection in the most fashionable part of London on the French system; and we hope yet to see the produce of our iron mines applied at home to the same purposes for which we are likely to be required to send it extensively abroad.

It is not, however, alone for buildings on this magnificent scale that the iron of England is in such demand in France; but, of course, if the limited home supply be diverted to purposes which, by their architectural magnificence, promote Government projects and gratify national pride, the requirements of the railways become the more neglected, and must be supplied from other sources. The Government of the late King Louis PHILIPPE surrounded Paris with immense fortifications, which proved unsuitable for the protection of his power, and are now useless. A railway is in progress of construction encircling the city, which will be so continued as to unite together all the great lines having termini in the capital. It is far from improbable that the example will be followed in London, and in other great towns both on the Continent and in these countries. We have stated quite sufficient to show the vast importance of the proposed measure if carried out, to the iron trade of Great Britain, and to enable those interested to judge of the prospects it unfolds. The reduction of duty will of course be regulated by a new tariff, for which there must necessarily be an Imperial ordinance or decree. The anticipation of such a measure has already told sensibly on the price of iron in the rise which has taken place, an advance which promises to be progressive; we believe, indeed, that large transactions in iron have been entered into on French accounts, in which parties are said to be interested who are supposed to possess good sources of information.

It appears that the Bourbons, on whose restoration we spent so much blood and treasure, with the habitual ingratitude of their race, raised the restrictive duties on English iron much higher than they had been originally fixed by NAPOLEON I. In fact, they raised the duty more than threefold, and during the construction of her railways, the price which France had to pay for iron beyond the market price, and the sums which it necessarily cost the nation, are almost incalculable. It seems to be the desire of the foundry trade to restore it to the same state as it formerly was under the empire; and although that undoubtedly would be a movement in the right direction, yet it would still leave English iron chargeable with a considerable duty. This we hope to see still further reduced, and in the

end perhaps abolished; but it is, of course, impossible to speak with certainty until the new regulations shall be officially announced. On the promulgation of such a decree, we shall have to congratulate the iron trade on a prospect of extreme activity; and the example of France, if she should adopt a liberal policy, may probably be followed by other continental states, who have been accustomed to view commercial relations with this country with still more suspicion and jealousy. We cannot conclude these observations more judiciously than by referring to the language of one of the wisest men that ever lived, the celebrated BENJAMIN FRANKLIN; language expressed long before the principles of free trade were theoretically understood, or had been legislatively adopted, and to which we refer his countrymen, the Americans, so justly proud of his great name—"It were to be wished that commerce were as free between all the nations in the world as between the several counties of England—so would all by mutual communication obtain more enjoyment. Those counties do not ruin each other by trade, neither would the nations. No nation was ever ruined by trade, even seemingly the most disadvantageous. Whenever desirable superfluities are imported, industry is thereby excited."

It is highly probable that the absolute necessities of France for cast-iron will cause the duty to be reduced with a view to its immediate admission; but the French Government, before they submit to the introduction of wrought-iron, will probably stipulate for some reciprocal benefit from this country. The subject is so very important, and involves such vast interests, that we anticipate prompt and particular attention to its details from the British Government.

Since the above observations were written, private letters have been received from Paris, which fully bear out our anticipations. It is believed that the delay in the promulgation of the expected Imperial decree, with reference to the reduction or modification of the duties on iron, has been occasioned by the EMPEROR's intention to alter the duties on coal simultaneously with those on iron. In addition to the transactions in iron, which we had above announced, it now appears that very large purchases of coal have been made in England within the last few days on French account, in contemplation of the further intended measure. The extensive purchases also made in pig and other descriptions of iron are for immediate shipment, in order to fulfil large contracts entered into in France to supply the Great Central Railway, and other lines now in progress of formation. It is also stated that large quantities of iron for French account have been bought in Belgium, and that the Belgian Government, with the view of preserving their own trade, are seriously thinking of also reducing the duty on iron in that country. In anticipation of that measure, large orders have been received here from Belgium for the purchase of iron. The importance of this intelligence to the two great staple interests of our trade (coal and iron) cannot be overvalued; and when the spell of protective prejudice, which has so long bound foreign states to a restrictive policy, is once broken, it will be impossible to speculate upon the advantages which must result to the enterprise and industry of Great Britain.

We regret to perceive, by the many communications which, from time to time, appear in the daily papers, that there still exist on the part of many a disposition to attribute the present high price of coal exclusively to the alleged aggrandising spirit of the coal proprietors. In our Journal of the 15th of October last, we entered into some details of the many causes to which the advance could be more fairly attributed, and our remarks have hitherto remained unanswered, because we believe that they were unanswerable. The several causes which then operated still unfortunately exist; the coalowners are still embarrassed by the pertinacity and hostile attitude of the colliers; freights still continue high, and the state of the sea in the northern ports is still, we regret to say, far from being settled or satisfactory. The actual commencement of hostilities, so long imminent, and so much apprehended, has since taken place, and if it has not materially affected its previously very deranged state, it certainly has not improved the condition of the Money Market. The coal proprietors have still to indemnify themselves against an actual increase in the price of almost every article of consumption, and the anticipation of still further advances; they have to meet railway competition on a very extensive and increasing scale, and to provide for contracts, which the rise in wages and the strikes of the operatives render it extremely difficult for them to fulfil. There are no complaints made of the farmers for advancing the prices of their corn and their cattle; of the millers for the high price of flour; or of the merchants for charging at an increased rate for almost every article of general consumption. They are, on the other hand, all rather congratulated that every thing is looking up, and likely to continue so; and the advance of almost every article is triumphantly referred to as refuting the apprehensions of the Protectionists, and illustrating the success of free trade principles. To the coalowners alone is denied, or very reluctantly yielded, any participation in the general tendency to advance, and the colliery proprietor alone is refused what is freely conceded to all other men—the privilege of putting his own price upon his own produce. The periods when coals were comparatively low are appealed to as conclusive reasons for still keeping them so; and reasonable men reconcile themselves to the absurd conclusion, that because coals, from the operation of a great variety of concurring circumstances, once fell to a low price, they are always to remain at the same figure. The law permits the labouring man to set his own price on his own labour; in this free country every thing is at liberty to find its own level; on what principle, therefore, can the coalowners be required to bring their coals to market, and to part with them at unremunerating prices? We can assure our readers that there is no popular error more glaring or more easily refuted by experience than that which assumes that the profits of collieries are incalculable; they are like those of every other trade, fluctuating and uncertain. There is no branch of trade requires an heavier outlay; the sinking of deep pits, and the erection of heavy pumping, winding, and ventilating apparatus, invariably sink capital to a prodigious extent, and irrespective of constant casualties, the expense of working collieries underground increases the longer they are open, and the more they are extended.

For a series of years past the coal trade has been anything but a prosperous one; witness the number of coal fields from time to time unsaleable in the market; the coal companies before the courts under the Winding-up Acts. Although Providence has given us in this country a supply of coal sufficient for all purposes for centuries to come, it so happens that but comparatively few coal-fields, and those only in certain favoured districts, have been hitherto profitably worked to a very great extent. Until very recently, coal mines were avoided as a source of fresh speculation in the mining market, the invariable answer having been to any project for fresh enterprise to the formation of any new company for coal mining operations, that the coal trade is now, and has been for years, a bad one, and there are far too many collieries already open. It is still extremely problematical whether the recent advance in price will materially improve the trade, for we have had lately to announce the opening of fresh coal-fields, and the present high prices will lead to the development of others, thus further increasing the competition against existing establishments. Those who complain of the recent advance in the price of coals, never consider the vast fortunes which have been sunk and lost in collieries, worked for a time at great loss, and afterwards closed and abandoned: they never reflect that if wealth is, under favourable circumstances, raised from the bowels of the earth, fortunes have been, over and over again, sunk and swallowed up in them. It is highly probable, if it could be made matter for calculation, that assuming the present rise in the price of coal to continue, it would be found in the end to pay but a moderate rate of interest on the capital expended for years past in those collieries now looked upon as the most prosperous. Our observations are applicable to the working of collieries generally, and altogether irrespective of the peculiar circumstances which justify, on the part of the coal owners, an advance in prices at the present period.

The very consumers who are now so clamorous against the colliery proprietors would be the loudest in deprecating any interference with themselves when advancing the prices of the articles of their respective trades; and still there is no class in the commercial community who have such formidable opponents to encounter as the coal owners. Railway companies are not compellable to become carriers of coal, so that coal owners, in the event of a strike of seamen, or a want of shipping, have, as the law now stands, no compulsory power over them (*Johnson v. Midland Counties Railway Company*, 6, R. C. 61). On the other hand, the law very strictly confines railway companies to the exercise of the powers which the Legislature has conferred upon them. It has been, therefore, solemnly decided that an agreement made without the express authority of Parliament, whereby one company sought to delegate to another powers specially conferred upon itself, was an unlawful attempt to effect that which Parliament alone could authorise, and was against public policy (*Great Northern Railway Company v. Eastern Counties Railway Company*, 9,

Hare, 306). It is equally against public policy to permit gigantic companies, with the enormous capitals at their disposal, to make contracts for collieries, as it is beneath their position to become wholesale and retail dealers in fuel. We doubt much whether the Board of Trade has even any power of legalising such a course. An opinion very generally prevails that railway companies, unless specially sanctioned and authorised by the special Acts of Parliament for their several incorporation, are not justified in departing from their legitimate functions of carriers, and becoming great coal proprietors. Even if empowered by the Legislature to trade in coal, we question the policy of such permission, as opposed to the interests and freedom of trade.

Monopolies have been ever odious in the eyes of our great constitutional lawyers, and are daily more and more condemned as prejudicial to the exercise of individual enterprise. Great railway companies have, by their own confession, more legitimate duties to discharge than they fairly accomplish; and every new calamity, resulting from some dereliction of duty, either on the part of the directors or the officials, is certain to give rise to fresh public outcry. It was never in the contemplation of the Legislature to invest them with powers and privileges to trade in coal more than in other general articles of trade or merchandise, and we can well fancy the indignation and clamour that would pervade the country if the chief trunk railways were suddenly to announce themselves as great self-constituted milling and manufacturing establishments.

Whether the practice now extensively adopted be legal or not, it is in operation; and it has necessarily imposed on the coalowners the obligation of providing for, and indemnifying themselves against, so formidable an opposition. If such a course is, however, to be established, as against the coal proprietors, it would surely be but an act of common reciprocal justice to them, to oblige the railway companies, in cases of need, to be compulsory carriers of coal, at reasonable rates, to be regulated by that department of the Government to which the administration of railways is entrusted. Few steps could be devised more likely to tend to the due protection of the public, as it would, to a great extent, secure both the consumer and the coalowner against the strikes of seamen, or the exorbitant charges of shipowners.

The public may rest assured that there is no class of commercial men who better understand the fixed principles of trade than the coal proprietors, or who are more disposed and determined to adhere to them. They know, and feel as well as others, that large and steady sales, with quick returns and small profits, are eventually better than high prices and consequent accumulations of large stocks on hand. They are conscious that trade should be left as much as possible to find its natural level, and that capital will invariably in the end be content with the same rate of profit in the coal trade which is generally received in every other. Stimulating causes are occasionally required in every branch of business to put capital in motion; those causes are now, to some extent, operating in its turn on the coal trade, in common with many others. It is a wayward policy to select one branch, however important, and declare that it must be an exception to the current of events. Every trade ought to enjoy unrestricted freedom, not only as to the article in which they deal, and in respect to the time of keeping it, or bringing it to market, but also as to the price at which it is to be disposable. This freedom of action is derived not only from the general title which every man has to the management of what is his own, but also from the conviction of society, that whatever advantages the individual trade may derive from the present advance, will be in the end productive of similar benefit to the community. The doctrine of a happy medium is nowhere so applicable as to trade. If you reduce prices at one season beneath what is necessary to indemnify the producer, you discourage production for the next; while, on the other hand, by submitting for awhile to the present advance in coal, you secure the public against all apprehensions of future dearth, with a fixed assurance that that advance will exist only so long as the requirements of the trade render it imperatively necessary.

At Liverpool commenced the great system of railways—the first locomotive engine for passengers and goods traffic having been started on the railway between Liverpool and Manchester. This enterprising and opulent town having thus led the way in introducing the greatest revolution that has been ever effected in the social relations of men in respect of communication and trade, we are likely to be again indebted to Liverpool for an improved method of working its extensive docks by a high level railway. The present docks of that great commercial emporium extend in a straight line along the River Mersey for about four miles, and a sea wall of about an additional mile is in progress of construction. The eastern side of the docks forms a nearly unbroken, but slightly curving line for their whole length. A bold, but ably-conceived proposition is now put forward of constructing a high level railway, close along the edge of the docks on the east side, for a distance of about four miles. It is intended to be raised about 20 ft. above the ground, to pass over the space now occupied by the present dock-sheds, to be supported on iron columns—the under part to be used as the sheds now are. The covered space will, however, be far more commodious; and the present streets, except at a few points, will not be interfered with.

The design is the conception of Mr. JOHN GRANTHAM, a resident engineer—a gentleman well known to the public for his zealous and successful advocacy of iron shipbuilding when in its infancy, and whose daily acquaintance with the Liverpool Docks for a period of 25 years has enabled him fully to understand both the mode and the machinery requisite to render the working of them effectual for the increased and daily increasing requirements of that great trading port. The sad condition of the great thoroughfares in Liverpool, as well as in London along the docks, the expense and delay in the transit of goods, the injuries they sustain from wet weather, and from being roughly thrown down and exposed on the wet quays, are matters of notoriety—in fact, the system that prevailed 100 years ago, when Liverpool could boast of but one small dock, has not since in that respect improved. These evils Mr. GRANTHAM proposes to remedy or remove; and although the plan of a high level railway is not new, its proposed adaptation to the wants of Liverpool, in respect of dock accommodation, is, we believe, original. He has very plainly and clearly explained, in a short pamphlet,* his views, to which he has added explanatory drawings; and to those who feel interested in the details, we earnestly recommend its perusal.

The railway is not, however, the only new feature in this proposition, other great improvements must follow in its train. By adopting the high level, cranes can be applied, ample slides can be attached for carriages at rest, warehouses can be added, passenger traffic provided for, while the quays remain unincumbered. By increased facilities for working the docks at present existing, and by making the space attached to them more available, the necessity for further dock extension will be diminished, and this alone will fully justify the required expenditure. By the intended system, goods will be conveyed between the railways and the docks, and between the docks, the railways, and the warehouses. Except at a few points, it is intended that the railway should have six lines of rails—two for passengers, two for goods in motion, and the two nearest the docks for sidings, on which the trucks are to stand for loading and unloading. The cranes are proposed to be worked from the level of the railway, or transit-sheds, by hydraulic power, and the same may be used with all drops, inclines, or bridges, required in the construction of the railway. Small railways are to be carried from the main line to the other three sides of the docks, and the main line is also to be connected with the trunk railways of the town, with the private yards and factories, and especially with all warehouses, both public and private, that are within a convenient distance of the docks. From close observation, it is believed that more than three-fourths of the private warehouses may be connected with the main line, by means neither expensive nor difficult; and as speed is not at object, horses may work the main line, while trucks with winches and light ropes might be generally sufficient on the warehouse branches.

This short outline will put our readers in possession of the plan, which necessarily suggests some difficulties to be encountered; we must, however, refer to the details for the methods proposed of meeting and removing them. In order to defray the working expenses, Mr. GRANTHAM calculates that 25,000 tons of goods are daily carried in Liverpool by various means, in connection with the docks and warehouses, and this amount is daily increasing. Estimating cartage at an average of only 1s. per ton, an expenditure of 400,000*l.* a year is thus ascertained, with a trade which has, during the present century, doubled itself every 15 years. It has increased lately in a larger ratio, and it was recently shown at the Polytechnic Society that the cartage and portage on three items alone—viz.,

cotton, timber, and corn—amounted to 200,000*l.* a year, so that 600,000*l.* would probably be a more correct estimate of the entire. As a passenger traffic is contemplated at fixed rates of 2d. and 1d. for persons proceeding to any of the docks, the number of whom is very considerable, a further revenue of 64,000*l.* per annum is considered probable, assuming that one-twentieth of the population, or 20,000 persons, should average two fares per day upon the railway, and that one-fourth paid 2d., and the remainder the lower fare. As a profit is also anticipated from the railway sheds, an ample revenue is thus assured. It is presumed that the cost of the department of the project which is to provide for the working of goods only, comprising four lines of railway, with branches and cranes, would require an outlay of 600,000*l.*; and it is supposed that 300,000*l.* would be requisite to provide for the passenger traffic. It thus appears that no very considerable expenditure is demanded by the intelligent projector to carry out a design of such magnitude, and from the completion of which such vast advantages may be fairly anticipated.

The docks of Liverpool are a trust, under the management of a dock committee, who, it is believed, have ample means at their disposal, or can at least procure them without difficulty. As the application of the trust funds to the proposed object may, perhaps, be to some extent a departure from the strict terms of the trust, the sanction of the Legislature will in all probability be necessary. That sanction will, we presume, be at once conceded; indeed, it cannot be for an instant withheld, when it is remembered that Liverpool is the very spot that has so triumphantly refuted and rebuked the report of a parliamentary committee, which in 1826 pronounced against the practicability of locomotive engines. Its members will also be reminded, when they come to decide on the proposed design, that Liverpool has been the locality which, in the realisation of railway traffic, has most completely distanced the extreme anticipations of its original projectors and most sanguine advocates.

In the execution of all new and great designs, there are necessarily prejudices to be overcome and interests to be reconciled. With the great examples of progress before us in this country, and in the United States, reasoning men cannot for a moment imagine that great public or national improvements can be successfully impeded even by the combined influences of blind adherence to antiquated notions, and obstinate regard to interested motives. In such a community as that of Liverpool, where public opinion not only guides but follows in the path of enterprise, but two questions will be entertained.—First, would the project be an improvement? and secondly, is it practicable? These questions are fully answered in the language of Mr. SAMUEL HOLME, the enlightened gentleman who lately filled the office of Mayor of Liverpool. At a meeting of the Polytechnic Society, he thus as chief magistrate expressed his views—"These are things which we all agree are requisite. Our vessels ought not to linger at our ports." "Let us take care by every means, whether of machinery or manual labour, that there shall be as rapid a discharge of these as possible; that the warehousing or removal of goods, whether they are to be removed into warehouses or carried away into the interior, be done as rapidly and as cheaply as you can. Then you want rapidly in getting the ship to receive the goods; and as I do not think you can work a railway at a low level and employ cranes without impeding the working of the docks, and for many other reasons, I commend this plan seriously to the Dock Committee." The high tribute which, in conclusion, he paid to the projector is the certain promise of the ultimate success of the undertaking—"I beg to move that the thanks of this meeting, and I may add of the inhabitants of the town of Liverpool, be presented to Mr. GRANTHAM, for the skill, the ability, the patience, and the knowledge which he has brought to bear upon this question; and I trust the period is not far distant when he will see the seed which he has sown grow up into a very fruitful tree."

Our metropolitan readers will at once perceive that the project thus recommended is equally applicable to the Port of London. We propose in our next Journal to discuss the subject, and to state our views as to the propriety and practicability of connecting our extensive docks by a high level line with the City and the trunk railways, having termini within the precincts of the capital.

On the 5th inst., we noticed that a preliminary meeting had been held at Truro, for the purpose of considering the propriety of establishing a LOCAL SCHOOL OF MINES in the Duchy of Cornwall. On Friday last, in furtherance of the same object, an influential and numerous body of gentlemen, and others, concerned in mining, met at the Council Chamber, Truro. On the motion of Mr. MICHAEL WILLIAMS, one of the members for the county, seconded by Mr. N. KENDALL, M.P., the chair was taken by Mr. T. J. A. ROBERTS, the member for the eastern division of Cornwall.

In taking the chair, this gentleman observed that it had now become necessary that in all branches of our industry more accurate knowledge should be given to our manufactures; it had been remarked by Mr. COBBEN, that "unless our artisans received more instruction, as it regards art applied to our manufactures, we should be driven from all our markets by the skill and enterprise of the Americans." This was applicable to our mines; many things were considered useless, because our miners were ignorant of the composition of our mineral products. And here we may allude to the fact, which is well known, that previous to the introduction of copper mining in Cornwall, which was first effected by Germans, tin being then the staple produce of the county, the ores of copper found in tin lodes were called "podder," and thrown aside as rubbish; and instances have occurred (according to Dr. LARDNER), that in the present century roads have been broken up in order to obtain the copper ores which had been laid on them for highway purposes.

Mr. TWEDDY gave an elaborate sketch of what had already been attempted in order to further this national object, and stated the Government were desirous of giving the practical miner such an education as would render his employment more beneficial to himself and to his employer; and to do this it was thought best to give him some practical information in the arts and sciences, including mechanical philosophy, chemistry, dialling, surveying, and such other things as would be likely to be of advantage to the practical miner. The Duke of CORNWALL, in furtherance of the pursuits followed by the Central School in London, had instituted two scholarships, of 38*l.* and 40*l.* each, for that student who made the greatest proficiency in the arts, as applied to manufactures.

Mr. KENDALL stated, though a School of Mines might be very useful, yet he considered, in giving our miners too scientific an education, that a great amount of practice must be sacrificed. It was well known the Cornish miners were the most practical in the world, but if all were educated to be professors, they would sacrifice to science that which they had already obtained by practice; and this was a subject which should be entered on with due caution.

Mr. MARRIOT observed that as the representative of Lady BASSET, her support to such an institution would depend upon the character it would assume; in fact, it was necessary great care should be taken in the miners' moral training, and their education should be in the principles of the Church of England.

Mr. R. Q. COUCH stated the school they were desirous of establishing was for the purpose of collecting all those facts about minerals and mineral veins, which must be familiar both to captains and their men. At present the accumulated experience of each man died with him, and his successors had to begin *de novo*, and die as soon as they had acquired it. This school would register these facts; men of learning and leisure would investigate them, and extract the laws by which they were governed; and they would teach the younger agents, so that in their career they would commence where their predecessors left off, and great good must be the result. The younger portion of our population, the Government hoped, would take advantage of the establishment of public schools, which were well calculated to make the rising generation far more useful members of society than their predecessors. Having received their education there, they went to their employment at the mines; then, if any one should show a superior intelligence in his occupation, and extended powers of perception, he might be removed to the School of Mines, and receive the philosophy of his calling by instruction in mechanics, chemistry, and assaying; by this he would be more useful to all engaged, and have acquired such habits of correct observation as would be of benefit to posterity.

The Rev. Canon ROGERS was of opinion that a School of Mines was not desirable, but that professors going from mine to mine would be more feasible.—Dr. BARHAM said that unless there was a Central School established in Truro, or some other locality, that mere ambulatory professors would be of no utility. The important point was simply now to establish a Central School, secondary to that formed in London, for which they had the assistance of Government, and all the apparatus necessary. A committee might then organise details, and lay down the necessary regulations.

Ultimately, a committee was appointed, and it was, on the motion of Mr. MICHAEL WILLIAMS, resolved, "That increased means to improve the education of miners, mechanics, and other branches of industry in

* "Improvements in Working the Liverpool Docks: High Level Railway for Goods and Passengers." By JOHN GRANTHAM, Consulting Engineer. Liverpool: T. Kaye, Castle-street.

which science is applied to the arts is desirable, and calculated to be very beneficial to the great interests of this country." A committee was then appointed to carry out this resolution, the names of whom will be found in another column.

Notwithstanding the many efforts that have been made, and the absolute necessity there is for establishing a School of Mines in Cornwall, yet when we consider the futile attempts of Mr. JOHN TAYLOR, some 30 years since, and the almost contemptuous way in which Sir CHARLES LEMON's liberal offer was responded to, coupled with the lukewarmness shown at the meeting held at Truro—although we hope a better era is arising—yet we must say that, judging from the present opinions, it would appear that this desideratum is not so far distant. As a practical man, the Cornish miner is superior to any of his foreign compeers; but take him from his locality, he is ignorant of the strata and the mineralogy of other provinces. In France, Belgium, Austria, Sweden, Norway, Saxony, Prussia, Spain, and Hanover, there have been always institutes where scientific knowledge could be attained. Mr. KENDALL imagines that if the Cornish miner obtains the elementary instruction he ought to possess, he would become a "professor;" these premises we cannot coincide with, nor can we call to mind any instance which has occurred in either of the countries where schools were established, that working miners have been elevated to the professional chair, unless they had shown a great and decided superiority of talent. In Sweden and Germany there are mines which have been worked without intermission for 500 years: any person wishing there to resume an abandoned sett, can obtain a copy of the plan of the mine at its suspension, as well as a detail of the circumstances which led to this result. Previous to the closing of operations, it is incumbent on the proprietors to send for the Government Inspector, in order that he may view the mine, for the purpose of verifying the record as to the cause of the holders retiring from it. Had this been adopted in England, and made compulsory on mine-owners, how much capital, now fruitlessly expended, would have been spared? how much jobbing and trickery—that disgrace to mining—avoided? Producing, as we do, half the mineral wealth of the world, it seems strange that we should be the only people who have not some local elementary school for the further development of that important branch of national industry. We trust, now the impetus has been given, that no petty jealousies will interfere; no sectarian influence be brought to bear. The old axiom is, that "Knowledge is power;" to the practice the Cornish miner has given him the appliance of science, he will then be unrivalled. In his leisure hours bestow on him that great blessing—education, and it will be conducive to the good of "One and All."

We have perused, with some surprise, not unmixed with regret, an article in the *Mechanics' Magazine* of the 12th inst., rating us, in no measured terms, for our denial of the imputations attempted to be cast upon Mr. FINCHAM, the late master shipwright, of Portsmouth Dockyard, by the same Journal, in its impression of the 8th of October.

In taking up the defence of a gentleman who, by his long labours in the public service, and the publication of several elaborate and scientific works on Naval Architecture, has achieved for himself an honourable name in his profession, we took care that our information should be at least as reliable as that upon which the *Mechanics' Magazine* had based its strictures; and seeing the perfect good temper with which we controverted the misrepresentations of our opponent, we were quite unprepared for the obstinate adherence to error, and the bitterness of spirit displayed in the rejoinder. Not satisfied with its original onslaught, our irate contemporary sets itself up in judgment against us for our advocacy of merit against detraction, and insinuates that what we thought proper to place before the public was not the production of our own pen; bestowing its astute criticisms on our periods with an unsparring hand, and quoting certain paragraphs in proof of its literary acumen. In the same breath, however, our contemporary affords us such ample scope for reprisals (if we chose to avail ourselves of it), that we can scarcely complain of a course which furnishes us with so plentiful a source of satisfaction.

We can assure all whom it may concern that, notwithstanding the "suspicious" character of our article, neither Mr. FINCHAM nor Mr. RAWSON, nor any personal friend of either of these gentlemen, wrote or suggested that which appeared in our columns, nor could possibly have seen it, or been aware of its intended publication, until after it was in print. Thus much for ourselves.

With respect to the chief object of our opponent's wrath, we have still a few words to say. There is but one opinion, among those who know him best, as to the merits of Mr. RAWSON. The complimentary opinion expressed by Professor MOSELEY, in his report as Inspector of the Dockyard Schools, as well as his unsolicited advancement by the Admiralty Board, sufficiently attest that others, quite as competent judges as the writer in the *Mechanics' Magazine*, do not agree with it in its opinion of his abilities. We have no wish to throw the slightest slur on the acquirements of Dr. WOOLLEY, who we believe to be a mathematician of very high standing, but, as the *Mechanics' Magazine* has placed this gentleman in invidious comparison with Mr. RAWSON, we have no hesitation in avowing our belief that the latter gentleman, a pure mathematician, is every way the equal of the former; and we know that his published works have met the approbation of some of the first mathematicians in England. We may also be permitted to say that it is Dr. WOOLLEY's school, at Portsmouth, which is abolished as useless, not Mr. RAWSON'S.

As the general untruthfulness and unfairness of the second article in the *Mechanics' Magazine* has drawn from Mr. FINCHAM the subjoined letter to us, and as that letter places it beyond doubt that Mr. FINCHAM was neither the cause nor the instigator of the abolition of the school in question, we can safely leave it to our readers to determine where the incompetency exists, if any there be, and on whose shoulders rests the obloquy of violence, vulgarity, and scurrility, so recklessly charged against ourselves—and thus we bid adieu to the subject.

Sir,—My attention was called about a month since to an article which appeared in the *Mechanics' Magazine* of the 8th of Oct. last, in which I am assailed as having, by undue and dishonest means, procured the appointment of my son-in-law, Mr. RAWSON, to the mastership of the Central School of Naval Instruction, which had been vacated by Dr. WOOLLEY. This attack was kindly taken up, without the knowledge of myself or Mr. RAWSON, by the *Mining Journal*, in a short article, simply denying the imputations against me; and which, I perceive, has met a rejoinder from the original detractor, re-asserting his former statements with much violence and acrimony. From my long services in Portsmouth Dockyard, and otherwise in the employ of Government, I trust I am too well-known by those who have had opportunities of observing my course of life, to make a reply in vindication of my own character at all necessary; and, after an interview had by a friend with the editor or manager of the *Mechanics' Magazine*, I had determined to take no notice of the attempt made by that journal to bring me into discredit. The intemperate style, however, of its latter remarks, and the utter want of foundation for the assertions therein contained, compel me, in justice to you, to furnish you with the following refutation:—After stating that Mr. RAWSON had "now altogether abolished the School of Mathematical and Naval Construction, Portsmouth," the editor of the *Mechanics' Magazine* says, that the previous announcement of intended abolition "excited but little surprise among those who are familiar with the more secret influences which often prevail at the Board of Admiralty." Among such persons the arrangement, as far as regards Mr. RAWSON'S appointment, is said to have been originated by Mr. FINCHAM, and to have been a cherished scheme from even before the foundation of the school. It appears, moreover, to be the opinion of such persons that the act of Mr. FINCHAM to effect this purpose (an anxiety quite inexcusable on public grounds), has manifested itself in an unjustifiable opposition shown by him to the late students of the College, and has been the real cause of the final abolition of the institution, although Sir JAMES GRAHAM is, of course, responsible for the act. If this be true, we can but regret that the prejudices of personal relationships should be permitted to exercise such injurious effects upon the public institutions of the country.

In confirmation of the remarks made by you in your article of the 22d October, I state most positively, that such appointment of Mr. RAWSON never was a "cherished scheme" with me at all, nor was ever contemplated by me; and that I never did, directly or indirectly, attempt to procure that appointment, nor use any influence for that purpose; and that I have absolute reason for believing that Mr. RAWSON used no endeavours to obtain the position which he now occupies, and which was offered to, and accepted by, him without any solicitation or previous knowledge on his part.

The second charge contained in the foregoing quotation, and which has been more positively refuted in the *Mechanics' Magazine* of the 12th Nov., is equally destitute of truth—viz., that I was improperly the "real cause" of the final abolition of the institution, and exhibited an unjustifiable opposition to the late students of the College. The fact is, which I have abundant documentary evidence to prove, that the "real cause" of that abolition was the simple circumstance that the institution as conducted did not answer the purpose for which it was intended; and I had no more to do with its suppression than may have resulted from my conscientious reports to the Admiral superintendent, which I was called upon to make, after examination of the students in practical shipbuilding, in my capacity of master shipwright. In my report in June, 1851, I pointed out that the time consumed in the studies of the school was too great to allow the students to apply in practical shipbuilding their theoretical acquirements; and I specially stated in reference to those young men whom I was compelled to place below the required standard, "I cannot, therefore, impute the partial failure of the young men to a want of attention, but rather to a deficiency of time allowed to them for this part of their studies." Those who had sufficient natural ability could overcome the disadvantages under which this system placed them; but those who were of inferior capacity were unable to compass all that was required of them.

As regards the character of these reports, it must be manifest that an examiner having a public duty to perform, and discharging that duty faithfully, will always be subject to the animadversions of those who are placed in an inferior position, as some inevitably must be; but I have never heard that any complaint has been made on this score, or on any other with which I am personally concerned, by those most interested in my decisions.

There is one statement in the article of the *Mechanics' Magazine* of the 12th Nov., which must be disproved before I close this compulsory long communication.

The writer asserts, in opposition to your statement that I did not know Mr. RAWSON till six months after the establishment of the school, that "when the first pupils who were to form the Central School were sent to Portsmouth, they were placed temporarily under the care of Mr. RAWSON, who was then, and had for some time been, the master of the Dockyard School. During the time they were in that position, Mr. GRAY, author of works on optics, dynamics, &c., was named as the principal of the school about to be established, and accordingly, we believe, visited Portsmouth; but, ultimately, did not take up the office. After some delay, Dr. WOOLLEY accepted the principalship, and almost immediately afterwards the school was formed, and the pupils commenced their studies. From this, it plainly appears that Mr. RAWSON was at Portsmouth Dockyard long before the formation of the Central School, and we may also add that he was personally known to Mr. FINCHAM at the time that the appointment of a principal was under consideration."

Now, this is a mere quibble of words, the true version of the matter being this. The Central School in question was established more than six months before Mr. RAWSON came to Portsmouth Dockyard, and thereby became known to me. Indeed, Mr. GRAY received his appointment some days before Mr. RAWSON was in any way connected with the dockyard. The school was formed, but not brought into operation, because Mr. GRAY threw up the mastership without having acted, and the boys were soon after, as stated, placed temporarily under the care of Mr. RAWSON, till the appointment of the Rev. Dr. WOOLLEY. I have now placed before you all, I conceive, that I need say on the subject, and will leave the deductions to public discrimination. Having thus far justified you in the part you have honourably and spontaneously taken on my behalf, I do not feel disposed any further to be dragged into a warfare which neither my position demands, nor my health will permit.

JOHN FINCHAM.
High Land House, Portsmouth, Nov. 14.

The explanation which we gave in our last Journal of the remarkable improvements in the electric telegraph has attracted very general attention, and the prospectus of the UNIVERSAL ELECTRIC TELEGRAPH COMPANY is now before the public, under a highly influential directory. As the subject is one of intense scientific interest, as well as of great national importance, we this day devote our columns to a further elucidation of the progress and present state of that art. The electric telegraphs at present in operation may be divided into four classes—First, those the pointers or indices of which, move in front of dials by the agency of the electric current inside or beneath them. Second, those the indications of which are marked by the breaking up of a continuous line, and dividing it into short and long lines and spaces. Third, telegraphs showing letters, in which a pointer on a dial is made, by the agency of electricity beneath or behind the dial, to give motion to a wheel governed by an escapement, and then to a hand in front of the dial. Fourth, letter or type-printing telegraphs, in which the letter or metallic type is brought to a position, and while there made to impinge on paper, or otherwise to give the impression.

In the first class may be placed COOKE'S and WHEATSTONE'S telegraph, as used by the Electric Telegraph Company; HIGHTON'S, as used by the British Telegraph Company; HENLY and FOSTER'S, as used by the Irish Magnetic Telegraph Company; DEERING'S, as used by the Submarine and European Telegraph Company; and ALLEN'S, as proposed to be used by the United Kingdom Telegraph Company. The second class embraces BAIN'S telegraph, as used by the General Telegraph Company on a few of their principal lines, the paper on which the line is made being in this plan saturated with a metallic solution; and MORSE'S, used in America, in which plain paper is employed, and which is now introduced by the British Telegraph Company on some of their lines, in preference to the pointer telegraph of HIGHTON, previously referred to. To these may be added BAKWELL'S copying telegraph, which, by a series of broken lines placed one under the other, leaves the letter indicated, or rather omitted, by the spaces in the broken lines. In the third class may be placed WHEATSTONE'S original telegraph, now belonging to the Electric Telegraph Company; HIGHTON'S, to the British Telegraph Company; GAMBLE and NORRIS, to the Electric Telegraph Company; ALLEN'S, proposed to be used by the United Kingdom Telegraph Company; and others of less note. The dial system is, however, subject to this objection, that when the hand is standing at O, or what ought to be the starting point, it must, in order to spell a word, traverse or pass over other letters on the dial, varying in distance according to the position of the word in the alphabet, and this it must do in spelling every word. Under the fourth class, the letter or type-printing telegraphs, must be classed BARTT'S telegraph, belonging to the Submarine Telegraph Company, and HOUSE'S, as in use in America.

The advantages of the new telegraph now proposed to be worked by the Universal Electric Telegraph Company over the telegraphs comprised in the first-class are, that the signal or indications corresponding with the movement of the needles or pointers are made and marked legibly and distinctly, so rapidly that needles or pointers moving at the same rate could not be read by the most experienced operator. To this must, of course, be added the incalculable advantage of having the communication fixed and recorded on paper, instead of the mere flickering and fleeting movements of pointers. In the first instance, the operation may be carried on with a rapidity never contemplated in former telegraphs; and in the second instance, the communication is permanent, and may be kept and proved in years after, like a short-hand writer's note, by any person master of the alphabet. A further marked superiority consists in this—that in all telegraphs worked on the principle of the first-class, one operator is required in the first instance to read the motions of the pointers, and another at the same time to write them down. In the new telegraph only one operator will be required, who will write down the several communications as they appear on the paper before him, and at the same time; and thus there is a saving of one-half of the staff of operators.

Telegraphs of the second-class presented certain advantages—namely, rapidity, simplicity, and clearness of character. BAIN'S telegraph consisted of an iron pointer or stilus, pressing upon paper saturated and kept moist with a metallic solution. Marks are made upon the paper by the passage of the electric current from any distance through the stilus, and consequently through paper in its passage to the earth, acting upon or decomposing both the iron stilus and the solution on the paper, and leaving after it a dark mark. By this system it is evident that if the current is continuous through the wire, and the paper be drawn regularly under the stilus, the result will be a dark line; and if the current be passed irregularly and in pulsations, the line will be broken; and when the current ceases to pass along the wire, no mark whatever will appear. The principle of MORSE'S telegraph is nearly similar; but instead of a metallic pointer acting chemically, and being in its turn chemically acted upon, this invention is a mechanical telegraph, giving precisely similar results. A lever is used, being depressed at one end and raised at the other, while the current is passing through a magnet at one extremity. A pin is placed at the raised end of the lever, which scratches the paper on contact, while the current is passing, and the paper moving under the pin end of the lever. If the current is passing in pulsations, the line is of course broken; and when the current ceases to pass through the magnet, the line also ceases to appear. The only form of cipher or character which these telegraphs can represent is short or long lines—thus one short line may be called A, two short lines B, three short lines C, one long line D, two E, three F, so that to obtain 30 letters, or conventional signs, a greater number of long or short lines, or of both, have to be used. Increased rapidity will be secured by the new telegraph from the circumstance, that instead of one short pulsation or dot, representing one letter, it will represent two letters, two will represent four, and so on; and the same with continuous lines, so that with one, two, and three short pulsations, and one, two, and three long pulsations, instead of making, as in MORSE and BAIN'S telegraphs only six signs or letters, 28 or more can be made, thus exceeding the whole alphabet. It is evident, therefore, that instead of seeking other and longer combinations, as must be the case with the other telegraphs, the new company will be enabled to make all necessary combinations with the newly-invented telegraph. Simplicity is secured by the new telegraph using paper that does not require any preparation, either chemical or mechanical, and that is only one-fourth of the expense of that required by MORSE'S telegraph.

Clearness is obtained by the length and size of the distinguishing characters; for instance, one short pulsation of either MORSE'S or BAIN'S telegraph makes a dot or short line of about one sixteenth of an inch long. In the new telegraph, a similar pulsation will make a character resembling a V, or angular or arrow-pointed form, having a base about the same length as the short line above specified, and a depth in the sides of an eighth of an inch, being therefore much more distinct. Another superiority, known chiefly or only to telegraphers themselves, exists; for in consequence of the characters presenting a continuous line, and there being only sufficient distinguishing space left between them, they are not subject to the same defects, or likely to be read wrong, as constantly occurs in other telegraphs.

No comparison need be made with the third class: they are admitted to be so inferior to telegraphs of the first and second class; depending on an irregular vibrating movement, the slightest casual irregularity or fluctuation entails the certainty of mistake in the entire word or message.

The advantages of the improved system over telegraphs of the fourth class are numerous. Although the public are apt to be attracted and

misled by the supposed benefits to be derived from the telegraphs printing the letters in Roman and other readable type, there are more imperfections attending this class than are generally supposed, and which are known only to operators themselves. They depend, like those of the third class, upon a fluctuating movement of an escape-wheel, governed by an escapement, which may possibly and often does, pass one too many, or one too few. As the type is a fixture on the wheel-motion, when such a mistake occurs, the receiver must know from the sense or nonsense of what he receives by the telegraph that something is wrong with the machinery; by no means an uncommon occurrence. Perhaps the best, or, notwithstanding its extreme complexity, the most efficient telegraph of this class, is the American one of Mr. HOUSE. Even when used under his own eye, it appears to be liable to serious mishaps, and would seem to be inferior in rapidity to either MORSE'S or BAIN'S telegraphs, which are of the second class.

In the telegraphs of the fourth class, the current transmitted along the wire has to bring into operation certain complicated apparatus or machinery, upon the correct movement of which depends the accurate transmission of the message. The superiority of the Universal Company's Telegraph over the last-mentioned class consists in simplicity, comparatively less cost, more rapidity, and no necessity for correcting errors, as even a mistake in one letter is not entailed on the one that follows it.

A glance at the apparatus employed in the several telegraphs in use, will at once establish the claims of the newly-improved telegraph to superior simplicity, less cost, and rapidity; its advantages on other grounds are evident from the magnets working it being formed of very many less coils of wire than those used in the old telegraphs, consequently the Universal Telegraph Company will be enabled to put on and work more telegraphs on the same line. As to the last ground of superiority, the normal position of the pencil, pen, or marker, is always in the middle of the paper when the telegraph is at rest; but when it begins to work, all are enabled to start alike in any part of the word or character.

We have thus endeavoured to lay before our readers of every class a succinct explanation of the several systems of electric telegraph now in operation. In a discovery such as this, it is wonderful how much has been achieved in comparatively so short a space; and our object being to watch, and follow closely, the progress of improvement, we recommend the attentive perusal of this short essay to all those who feel interested in the most striking and triumphant effort of inventive genius which the human race has ever accomplished.

There never was a time when an increase in the speed of our transatlantic steamers was so much desired as at present. The importance of bringing our colonial possessions within as short a distance, measured by time, as possible, is now universally admitted; any plan which has this object in view, and which violates not scientific principles, seems worthy of trial and support. A screw, of a new construction, has been patented, and is about to be brought out by a company, under the title of THE ANTI-FRICTION SCREW PROPELLOR, of which Rear-Admiral Sir JOHN ROSS, C.B., is chairman; and from the experiments made, there is every probability of a speed of 20 miles per hour being obtained.

The novelty consists in an arrangement of direct-acting engines, and of the shaft revolving in open anti-friction rollers, instead of enclosed plunger blocks, by which means the shaft can be made to run at a very much increased speed, without the danger of heating the bearings, which by the plan hitherto adopted, cannot be permitted beyond 220 feet per minute; also, by an altered angle of the pitch of the blades of the screw, by which the line of propulsion is brought through the body of the vessel, instead of, as by the old fashioned mode, running without it, thereby losing much of its efficiency.

The company will be brought out with a capital of 60,000*l.*, in 1*l.* shares, of which 40,000 will first be issued, and with a deposit of 2*l.* 6*d.* per share, equal to 5000*l.*; this the directors propose employing in the equipment of a vessel fitted with all the improvements, and sufficiently large to fully test the principles claimed.

In reference to a communication in our last Journal, complaining of the appointment of Count STRZELECKI as chairman and managing director of the Peel River Land and Mineral Company, we have been informed that he was selected by the board for that important position for (among other reasons) his great local knowledge of Australia, where he was employed for five years upon the scientific investigation respecting the physical geography of the country, as embodied in his work, the "Physical Description of New South Wales and Van Diemen's Land," which earned for him a gold medal of the Royal Geographical Society, and upon the merits of which he was elected a fellow of the Royal Society, as also of the Royal Geographical Society. The Count also greatly distinguished himself in his superintendence of the administration of relief in Ireland during the famine, under a committee of the City of London, composed of the chief bankers and merchants of the metropolis; and which in the end was not only approved by the committee, but also by her Majesty's Ministers, who conferred upon him the Order of the Bath (C.B.). Count STRZELECKI, though so intimately connected with Australian affairs, has hitherto held a perfectly independent position as regards the relative interests of the Australian Agricultural Company and that of the Peel River Land and Mineral Company.

The late period of the week prevented us noticing, fully, the meeting of the ALDEN MINING ASSOCIATION, held on the 4th inst., and it is with pleasure we take the opportunity of recurring to it. No meeting could have been more satisfactory to the shareholders or gratifying to the directors; a dividend was declared, and the report showed that the property had been efficiently and carefully managed. Unfortunately, in too many instances it is our province to animadvert on the proceedings of public companies, and we have had occasion formerly to scrutinise the movements of this association. Previous to making any remarks as to future prospects, it may be as well to take a retrospective glance of the Alden Mining Company. Copper lodes were known to exist there, and had been partially worked by the Danes, in the reign of that enterprising monarch, CHRISTIAN IV., who first gave the stimulus to mining in Norway; these old workings can still be seen. On the general decadence of the country they were abandoned, and it was not until the year 1825 that they were again resumed; at that period, it may be remembered that speculation in mining was rife—railroads were scarcely known, or at least regarded as chimerical speculations.

A Laplander, who fed his deer in the valley of Kaafjord, discovered a stone of copper ore, which he believed to be gold, and took it to two English merchants, who were located at Hammerfest, about 70 miles farther to the northward. In conjunction with an eminent firm, Messrs. W. and H. B. WARD, they commenced operations, and they have been continued until the present time. At that period there was not a tent on the place; no inhabitants, except occasionally some of the nomadic Fins, who, in the summer months, found there a scanty pasture for their reindeer. The inhabitants of the surrounding districts, from their wandering habits, were incapable of steady labour, and the consequence was, this had to be obtained from Swedish Finland and the south of Norway. Machinery and materials had all to be drawn from England; in fact, a colony had to be founded, which has now a settled population of over 1,000 inhabitants. The importance that this company has been to the province of Finnmark, may be judged from the fact that the Norwegian Government, as far as regards duties, &c., has granted them the most liberal concessions. In order to render themselves perfectly independent, in the year 1838 they commenced smelting operations, overcoming all obstacles, and penetrating the great Swansea secret; they have since been most successful, and although coal, and all other materials, are brought from England, they return a profit, and this on an average more than five per cent. Underservedly, formerly much capital was cast on the managers of this property; it was said capital was sunk, and the returns were not commensurate with the outlay: it was forgotten that in this was included not only mining but building expenses, and the cost of colonisation, which had to be paid out of the ore raised. What has been the consequence? As soon as the property was brought into a proper state of efficiency, the directors found themselves crippled for want of resources, and have consequently been obliged to confine their manager to the workings which are making profitable returns. Not one of the mines on the property as yet has been fairly tried, without allowing in any way to the numberless lodes that exist in the vicinity of Kaafjord, all left untouched for the want of means: 10*s.* per share yet remains to be paid on the old capital, but unless under a case of absolute necessity, it would be folly to touch this for speculative purposes, even though they should appear to be based on a solid foundation. All who are practically conversant with the property have long since lamented the inadequacy of capital

to develop the rich mineral deposits in which the province of Finmark abounds. According to the estimate of Mr. THOMAS, with their effective plant and machinery, the sum of 5000*l.* probably would be sufficient for the purpose of proving the lodes; and if the capital of the company was increased to 100,000*l.*, greater stability would be given to the undertaking.

On carefully reviewing these opinions, although we do not presume to suggest the means, yet we perfectly coincide with them, that an increase is necessary in order still further to render more profitable this flourishing property. It must be borne in mind, it has been established for 28 years, worked without intermission, and had it not have been for the heavy preliminary expenses, such as building, road-making, &c., would have, from the commencement, paid yearly dividends. In spite of all obstacles, within the last two years dividends have been regularly paid, and judging from the past operations and present prospects, we opine that they will be continuous; it rests with the shareholders whether they, by a proper course of action, will still further augment them.

The METCALVE MINING COMPANY OF JAMAICA, whose melancholy position has recently excited so much anxiety, held a special general meeting at the London Tavern, on Thursday, the proceedings of which appear to us to have had more the character of a farce than that of a meeting convened for the purposes of business. The room was crowded, and the levity occasionally indulged in must have been anything but gratifying to the feelings of the directors; far as it was from being complimentary to them as an enlightened body of English citizens. That they had to bustle through a task of no ordinary difficulty we readily admit, but that they acquiesced themselves to the satisfaction of any thinking man we are inclined to doubt: much yet remains to be answered. We do not for a moment suspect them of duplicity, or charge them with any intention to deceive the public, but that they have themselves been misled is a fact too palpable to admit of the slightest argument. A grave question, therefore, arises as to their competency to manage the affairs of an undertaking which not only requires sound judgment, but scientific acquirements, and a perfect knowledge of the geological character of the property under their control. To our mind it appears incredible that such palpable deceptions as are contained in the early reports put forth by this company should so long have escaped detection. Extraordinary also is it that the directors, who must have known months since that the produce of their mines was lamentably deficient—that the quantity of ore raised fell far short of what the shareholders had been led to expect, and was, moreover, very inferior in quality—with a knowledge, we say, of these facts, it does seem somewhat remarkable that those who had the management of this company did not conceive it necessary to make prompt application to some more authentic source of information than that by which they had been so glaringly deceived. It is true we have a report from Capt. H. CLEMES, dated 1st of October, but it is not till then that we find the directors take any steps to disclose the melancholy story that "their magnificent lodes,"—"the richest and most promising in appearance ever seen,"—"superior to anything in Jamaica or England,"—"the most promising in the world,"—"all containing most beautiful gossan,"—"their vast length proving that it was not a mere deposit,"—"one of which was opened three-quarters of a mile,"—"three varying in breadth from 6 to 12 feet,"—"containing copper from 40 to 50 per cent."—"some worth from 35*l.* to 40*l.* per ton"—even the miners "never saw anything like it in their lives"—it is not, we repeat, until the directors are constrained by Capt. CLEMES's report to admit the fact, that we find these "splendid lodes" are nothing more than small local deposits, without order or regularity; that this El Dorado, which so effectively dazzled the eyes of a "discerning public," was after all mere moonshine—a non lucendo—a highly coloured incident in the annals of mining speculation. Far be it from us to dwell with severity upon the infirmities of those who have the management of any legitimate enterprise; but we cannot refrain from expressing our conviction that there has been a lamentable want of perception on the part of those who have had the company's affairs under their control. It will probably be remembered that some months since we had occasion to complain of the absence of any information respecting these mines; and when we find that so late as the 9th September last, Capt. JOHN LEAN reported that "no improvement had occurred in the mines," and concluded his report by remarking that "mineral wealth generally lies deep, and requires time, patience, vigorous effort, and capital, to prove its sources," we think the justice of our observations will be admitted, perfectly aware, as many of the shareholders are, that the utmost caution was at that period observed on the part of the secretary to avoid the publicity of any fact that was calculated to throw the faintest glimmer upon the mysterious proceedings of this extraordinary undertaking. We observe that the first report of this company is dated 24th July, 1852, and that the lode at Pembroke is described as "one of the richest the captain ever saw." Other reports of an early date, and from which we have taken extracts, are equally flattering, and as it now turns out, equally fallacious; what excuse, therefore, can be offered, seeing the period that has elapsed, for the lengthened solemnity in which the directors have indulged? The only answer that can be given is, that they are men of high character—so high and independent that they are above suspicion. However, for the present we dismiss the subject. A step has at length been taken in the right direction: we hope it may not prove to be too late.

THE IRON AND METAL TRADES OF SOUTH STAFFORDSHIRE.

(FROM OUR CORRESPONDENT IN BIRMINGHAM.)

Nov. 17.—The staple trade of the district has been firm during the past week, and on the eve of an additional impetus, from the alteration of the French tariff, now all but officially announced, there is no probability of an unfavourable change. The demand for iron of all kinds continues brisk, and for pigs in particular. Whether the increased demand in this particular branch is to be attributed to the prospects from France, I do not know, but there is evidently a strong tendency to insist on better prices than those which have been obtained since last quarter day. It is certain the proposed change in France will be productive of great benefit to this district. The superiority of Staffordshire iron is admitted, and there can be little doubt that a reasonable share of the increased demand from France will reach our manufacturers. The quantity of iron exported during the month of October has been exceedingly heavy, and the return for the present month will not be less. Indeed, it is astonishing how little the iron trade has been affected by the war in the East and the derangements in the labour market at home. The demand continues increasing, not only for the foreign, but the home market. The East India Company have this day advertised for tenders to supply "best plate iron and cast-steel files and rasps." They do not state the quantity required, but it is supposed to be considerable.

The scarcity of copper, of which I apprised you last week, continues, but without the advance of price then threatened.

In tin there is no alteration in price, nor is an advance desirable, if the works are to be continued. I know manufacturers who find it impossible to realise the recent advances, and will not make for stock.

The general trade of the district continues sound. In Wolverhampton the factors have abundant orders for almost every description of brass-work, and at Wednesbury and West Bromwich, the hollow iron ware manufacturers are in full work. The men at the great works are making over-time, and good wages. At Walsall, the saddlers' ironmongery trade is brisk, and prices firm; the same will apply to the neighbourhood of Willenhall, where lock making is so extensively carried on. It is rather remarkable, that notwithstanding the alleged superiority of "Hobbs's locks," the great bulk of the locks made in this locality are for the American market.

At Smethwick, the extensive works of Messrs. Frenson and Illiffe are now being carried on with great spirit, having been inaugurated on Saturday by the firm, with a hospitable entertainment to the workmen and their wives. It is one of the finest ranges of workshops in the district, capable of employing nearly 1000 hands in various branches.

In the gun trade there is not the usual activity. There are comparatively few, if any, Government contracts in the town, and the customary winter trade has not been an average. For the Australian market there are few, if any orders in the trade. Revolvers can be purchased here now for much less than half the price required for them six months ago.

In connection with the general efforts for the improvement of the industrial classes, and the advancement of arts and sciences, may not, perhaps, be inappropriately noticed an important and highly-respectable, and most influential meeting, held to-night at the Town Hall, to promote the establishment of the Birmingham Institute. Henry Cole, C.B., Sir Robert Peel, Bart., M.P., W. Schofield, Esq., M.P., William Matthews, Esq., an extensive ironmaster, and several other masters and mineowners were present, as also Sir F. Scott, Alds. Vannart, Lucy, and Martineau;

R. W. Winfield, Esq., R. Smith, Esq., agent to Lord Ward, nearly all the members of the Town Council, the principal merchants and manufacturers of the town and district, and Archdeacon Sandford, and the local clergy. The interest felt in the object of the meeting by the working classes may be inferred from the fact that the Hall was crowded to excess. Capt. Tyndal took the chair. The first resolution, proposed by Sir Robert Peel, was to the effect that it was essential to the full development of the resources of this district, rich in mines and manufactures, that ample opportunities should be afforded for the education of the working classes and the improvement of their intellectual condition. The hon. Baronet, in a speech of considerable length, enumerated the many improvements in mining operations which had resulted from the encouragement of scientific pursuits, and pointed out the advantages which those practically engaged in such operations would gain by the establishment of the Birmingham Institute. He believed he was correct in saying that 40,000,000 tons of coal were raised from beneath the surface of the United Kingdom annually—three-fourths of which were used for industrial purposes. Of iron, they obtained about 2,600,000 tons—South Staffordshire producing about 600,000 tons of that quantity. From these facts he inferred the necessity of cultivating the minds of the working classes, that they might more effectually develop the resources of the county.

ASSAYS OF GOLD ORES OF GREAT BRITAIN.

BY JOHN CALVERT, ESQ.

Gold may generally be said to be found in three conditions—viz., when metallic or precipitated; when partly precipitated, in electric solution, or secreted; and when in cryptothesis. The following is a list of ores or rocks, where no gold was visible with a microscope, treated by two processes—chemical analysis, and electric analysis.

	PRECIPITATED.		Chem. anal.		Elec. anal.	
	ozs.	dwt.	ozs.	dwt.	ozs.	dwt.
SCOTLAND—Sulphurets of iron, Aberdeenshire..... per ton	2	0	2	0	2	0
Magnetite iron pyrites	1	16	1	16	1	16
Sulphurets of iron	0	17	0	17	0	17
Sulphurets of iron, Perthshire.....	0	13	0	13	0	13
" " Stirlingshire.....	0	9	0	9	0	9
" " Leadhills, Lanarkshire.....	0	18	0	18	0	18
Silver-lead	1	4	1	4	1	4
Quartz	0	17	0	17	0	17
Sulphurets of iron, Wanlockhead, Dumfriesshire.....	0	13	0	13	0	13
Silver-lead, with blende	0	19	0	19	0	19
WALLES—Oxides of iron	3	10	3	10	3	10
" "	1	16	1	16	1	16
Slate iron sulphurets	5	2	5	2	5	2
Quartz, Dolwyddelan.....	3	0	3	0	3	0
Argentiferous galena, Dolwyddelan.....	2	17	2	17	2	17
Quartz, North Dolwyddelan.....	1	13	1	13	1	13
Argentiferous galena, Cwmhelian.....	2	18	2	18	2	18
Sulphurets of iron	2	13	2	13	2	13
Quartz, blende, and lead	3	10	3	10	3	10
Oxide of iron, Moel-yr-Witten.....	0	14	0	14	0	14
Conglomerate, near Llanfarchreth.....	0	13	0	13	0	13
Earthy oxide, Tynnylwyn.....	1	18	1	18	1	18
Lead ore, Hafod-y-fedw.....	2	0	2	0	2	0
Quartz, Snowdon.....	5	12	5	12	5	12
" " Beldoger.....	0	17	0	17	0	17
Ferruginous conglomerate, Moel Siabod.....	1	19	1	19	1	19
Argentiferous galena, Llanfrothen.....	1	19	1	19	1	19
CUMBERLAND—Oxide of iron, near High Ireby.....	0	3	0	3	0	3
Lead, Caldbeck Fells.....	0	13	0	13	0	13
Silver-lead Goldscope.....	1	0	1	0	1	0
Sulphurets of copper, Goldscope.....	0	17	0	17	0	17
Silica, Goldscope.....	0	3	0	3	0	3
Quartz, near Crummock Water.....	0	19	0	19	0	19
Sulphurets of iron, near Keswick.....	1	0	1	0	1	0
WESTMORELAND—Oxide of iron.....	7	0	7	0	7	0
DERBYSHIRE—Quartz.....	1	17	1	17	1	17
Sulphurets of iron.....	3	0	3	0	3	0
Earthy iron ore.....	2	3	2	3	2	3
DEVONSHIRE—Oxide of iron.....	7	0	7	0	7	0
" "	3	3	3	3	3	3
" "	1	8	1	8	1	8
Sulphurets of iron.....	6	0	6	0	6	0
Silica pyrites.....	2	17	2	17	2	17
Silver-lead.....	2	0	2	0	2	0
Sulphurets of copper.....	1	2	1	2	1	2
Oxide of iron, Poltimore.....	1	12	1	12	1	12
" " Arundell.....	0	3	0	3	0	3
Oxide of tin ore, Dartmoor.....	1	13	1	13	1	13
Decomposing granite.....	3	19	4	16	3	19
CORNWALL—Sulphurets of iron, decomposed.....	8	3	8	3	8	3
" "	7	10	7	10	7	10
Sulphurets of iron.....	0	13	0	13	0	13
" " copper.....	1	4	1	4	1	4
" "	0	17	0	17	0	17
Decomposing granite.....	3	0	4	2	3	0
Sulphurets of iron, Redruth.....	3	17	3	17	3	17
" " near Lostwithial.....	2	3	2	3	2	3
Oxide of iron.....	1	0	1	0	1	0
Ferruginous quartz.....	4	3	4	3	4	3
Quartz, near Bodmin.....	2	0	2	0	2	0
Sulphurets of iron, near Bodmin.....	1	3	1	3	1	3
Silver ore, Lacey Consols.....	1	6	not tested.			

SECRETED.					
Quartz, Dolwyddelan, Wales.....	0	3	0	7	
" " Bodmin, Cornwall.....	0	11	0	1	
" " Cumberland.....	0	7	0	10	
" " Devonshire.....	0	19	0	2	
" "	0	11	0	1	

CRYPTOTHETED.					
Granite, Dartmoor.....	0	0	0	3	0
" "	0	0	0	3	19
" "	0	0	0	1	1
" "	0	0	0	1	7
" "	0	0	0	2	2
" "	0	0	0	0	1
" "	0	0	0	0	4

SHEARING METALS.—Mr. T. Claridge, engineer, of Bilston, has patented some improved machinery for cutting or shearing metals. The inventor claims:—1. Placing the centre on which the upper blade of a shearing machine turns above the plane on which the plate to be cut moves, so as to permit the plate to be cut to pass freely through the machine, as described.—2. Taking the pressure from the centre-pin, by means of a friction-plate or are on the shear-head, and a method of adjusting the said pin, as described.—3. Guiding and adjusting the shear-head, by means of a guide plate, as described.—4. A method of adjusting and securing the lower or fixed cutting edge of shearing machinery, as described.

LUBRICATION.—Mr. Monfrant, coal-merchant, of the Haymarket, has patented an invention, which consists in the manufacture of lubricating materials by the employment of all fatty oils (with the exception of colesed oil), disacidified by means of milk, and caused to blend and intermix with fat, or a fatty body, by means of resin or a resinous composition.

IMPROVED MANUFACTURE OF GAS.—Mr. J. M. Souchon, of Paris, has taken out a patent for improvements in the manufacture and purification of gas for illumination, in obtaining certain products therefrom, and in the apparatus employed. He claims a mode of increasing the quantity of gas, and obtaining cyanides by passing the products of the distillation of coal, &c., through a heated retort containing alkali, or alkaline salts. For obtaining illuminative gas and cyanides, by injecting a mixture of tar and ammoniacal liquor into a heated retort, and passing the vapours through a second heated retort, containing alkali, or alkaline salts. Purifying gas by a series of revolving purifiers, containing liquids and pieces of wood, or other solid substances, which are continually wetted by the solutions, and exposed to the gas. A claim is also made for a peculiar mode of construction of the doors of retorts and their hinges.

ROLLING IRON.—Mr. Newton, C.E., of Chancery-lane (by direction of the inventor) has patented an improved apparatus for rolling iron.—Claims: 1. The employment of rolls for rolling large bars of iron, arranged or mounted in a vertical, or nearly vertical position, when three rolls are combined together, one on each side of the centre roll, thereby constituting what is equivalent to two pairs of rolls, each pair rolling in opposite directions, so as to reverse the rolling on the bar, while, at the same time, the rolls have a continuous motion.—2. The employment of one or more supplementary end rolls in combination with the main rolls, such end rolls having axes at right angles, or nearly so, to the axes of the main rolls, and acting in whole, or in part, against the ends and collars of the main drawing rolls.

MINING SPECULATION.—In the Court of Bankruptcy, on Thursday, Mr. R. W. Dare, shoe-factor, of Lombard-street, applied for his certificate. The accounts, prepared by Messrs. Glover, showed a sum of 3657*l.* due to unsecured creditors; liabilities 9672*l.*; debts and liabilities secured, 3830*l.*. The assets were put down at 483*l.*; property held, 2390*l.*. At the period when the accounts commenced, Sept. 1852, the bankrupt had a capital of 3337*l.*; his losses had been 3340*l.*; interest, discount, and other charges, 994*l.*. Mr. Feisner, the assignee, called attention to the large amount of losses, which had not been incurred by the bankrupt in his regular trade, but through speculating in mining shares. Mr. Linklater, for the bankrupt, stated that for years he had carried on an extensive and profitable business as a shoe-factor, in the City. Unfortunately, he became connected with a Mr. Vivian, a sharedealer, since bankrupt, from whom he took a lot of mining shares, valued at 1000*l.*, in payment for a vessel which he had sold to Vivian. To extricate himself from this loss he had become involved in other mining transactions, whereby he had incurred a loss of upwards of 3000*l.*. His liabilities, which had been largely incurred through Vivian, amounted to 6900*l.*. Before engaging in these unfortunate speculations he had thought of retiring from business on a small competency; now he had lost the whole of his capital, and was further involved to a large extent. None of the creditors appeared to oppose, and he hoped to receive a certificate of the second class. But for the liabilities on the mining shares he would have been able to meet all his engagements. His Honour said he could not trace any unavoidable loss or misfortune in the case. There was no imputation of wilful misconduct; but the bankrupt had acted with very bad judgment, and under very bad advice, in giving up a good trade, and entering into a speculative one. The certificate must, therefore, be of the third class.

In the Insolvent Debtors' Court, on Monday Mr. William Simons Holland, architect and surveyor, was opposed by Mr. Nichols, whose object, however, was chiefly to prevent the statement of his client's debt, which was done. Mr. Nichols, a creditor, enquired respecting a claim in the schedule for 500*l.* due from the Hayfield Railway Company. Mr. Cooke said the insolvent projected a valuable scheme for the construction of tidal docks, in which colliers could discharge their cargoes; and also proposed to work certain lands in Kent, Surrey, and Sussex for ironstone, with which to load the coal-ships on their return voyages to the north. The funds to which the insolvent directed his attention were worked 60 or 70 years since, but abandoned on account of the high rate of fuel. Connected with these schemes was a railway, for which an Act of Parliament had been obtained, but the other portions, in consequence of the withholding of public support, had not been carried out, although other persons were now about to adopt the scheme which the insolvent had suggested. A creditor remarked that another site for the docks was proposed. After some further examination, the insolvent was ordered to be discharged.

WHEAL WREY.—In the Stannaries' Court, in the cause, Richards and Harvey v. Roskilly and others, a petition was presented, to compel the specific performance of an agreement made between the parties in June, 1851. One of the grounds of defence was that the plaintiff, Harvey, had accepted a small number of shares in the mine after the agreement had been repudiated; he could not now insist on his right to any greater interest. The case occupied nearly two days. The Vice-Warden reserved judgment.

GREAT HEWAS MINE.—In the cause of Ley and others v. Carthew, the petition stated that a sum of 2221*l.* 18*s.* 2*d.* was due from the defendant to the adventurers, as balance of his proportion of the cost of working. It was urged in defence, that 330*l.* was agreed to be accepted in full discharge of all claims. The Vice-Warden recommended an equitable arrangement, and reserved judgment, to give the parties an opportunity of so doing.

In causes relating to North Fowey Consols, St. Austell Consols, Wheal Treasury, Trannaek and Bosence, Great Wheal Alfred, and East Wheal Reeth, rules were made absolute for the sale of shares of parties in arrear of calls.

WEST PAR CONSOLS MINE.—The following report on the progress and prospects of this undertaking has just been issued by the committee of management:—"In a former report to the shareholders, it was stated that the engine-shaft on the north side of the sett was sunk 53 fms., with the view, by a cross-cut south to intersect the Par Consols lodes, and it was then proposed to carry out that object. About the time referred to, the committee were enabled to secure the valuable services of Capt. John Webb as manager and purser, whose experience and abilities as a miner are well known. Acting upon his urgent advice, which was fully supported by the most experienced miners in the district, the committee determined upon laying open the mine in a more advantageous position, by which much time and expense would be saved in arriving at the intended results, with a view also to communicate with the works already in operation. By the original deed granted by Col. Carlyn, the company were prevented from breaking the surface forming the park and pleasure grounds of his mansion, through which the rich lodes of Pembroke, East Crinnis, and Par Consols passed. This circumstance precluded the possibility of the West Par Company working these lodes save at a great depth, and by long cross-cuts to intersect them from the north side of the park. Capt. Webb, therefore, suggested that, if possible, a lease should be obtained of a piece of ground adjoining this sett on the south side, across the temple road from St. Blazey to St. Austell, immediately outside the college's park, sufficiently extensive for all the necessary erections, including floors, &c., from which an inclined shaft can be sunk, to intersect these important lodes in a few months. It was also subsequently discovered that most extensive ancient workings existed on the same lodes, within a few fathoms of the new shaft, but which, in those days, could not be prosecuted in depth for want of adequate machinery. The committee have pleasure in reporting that, after much negotiation, Col. Carlyn consented to grant a lease of the surface required for the sum of 300*l.*, upon which, under the superintendence of Mr. West, the engineer, an engine of 300-horse power has been erected, combining the capabilities of pumping, hauling, and crushing, at a cost of upwards of 3400*l.*, and by means of which, within six months, the lodes will be cut at the same depth as that at which the adjoining mines commenced making the very large returns for which they are so celebrated. These operations are so arranged as to communicate with the shaft sunk to the 55 fathom level on the north side of the sett, after cross-cutting all the intermediate lodes from south to north. The fact of these mines being situated in the centre of the most productive copper mines in Cornwall, the lodes of which are proved to pass through West Par, and that the first two lodes which will be cut are the identical lodes from which Col. Crinnis returned his enormous wealth on the east side of the great cross-course, and that it was on the west side of the same cross-course that both Great Crinnis and Pembroke found their large deposits of ore, from which they paid Col. Carlyn 17,000*l.* a year, does only, justifies the committee in expressing the greatest confidence in the early and complete success of this undertaking. The committee have endeavoured to place before the shareholders a clear and succinct statement of the progress made up to the present time, from the nature of which it will be evident that it has been unnecessary to trouble them with a general meeting; and in reference to a financial state of the company, they have little doubt that a sum much less than the capital of the company will be amply sufficient for the full development of the mine. Annexed to the report is a plan of the sett, with the position of the lodes, shafts, &c., from the personal survey of our manager, Captain John Webb. The early workings of the Great Crinnis, East Crinnis, Old Crinnis, Pembroke, Par Consols and other mines immediately surrounding this sett, realised in the present century upwards of 3,000,000*l.* sterling, and the two first-named mines have recently been re-opened at a cost of 60,000*l.*. The West Par is the only virgin ground in which these lodes, adjoining the great cross-course, remain unworked."

NEW DELABOLE SLATE QUARRY.—This company is formed for the purpose of working the extensive slate quarries in the Heland estate, St. Teath, immediately adjoining the famous Old Delabole. The slates from this quarry have been in use for 300 years, and there are records to prove that it has been worked for 500 years. According to Sir Henry De la Beche, it is the best description yet discovered. This slate is of a bluish grey colour, and is preferred by architects, for roofing, to the darker shades, which, by attracting heat, warp and decompose the timber; it polishes well, and is therefore extensively used for billiard-tables, mantle-pieces, cisterns, &c. The Old Delabole Quarry was sold to the present holders for 21,000*l.*; a further outlay for ground, machinery, &c., has since been made, amounting to at least 40,000*l.*; the quarry is still further subject to the annual rent of 500*l.* per annum. But notwithstanding this heavy expenditure, and the great cost of removing and reloading, a lucrative return is made to the shareholders. The New Delabole is near the port of shipment, and possesses an abundant supply of water for all mechanical purposes: in addition to other advantages, the property is free of rental, and not subject to dues until after sales are effected. The great deficiency in the development of the Delabole district has hitherto been the want of a good and, at all times, available shipping place. This will be obviated by the construction of a railway from the New Delabole Quarries to that at Wenford, by which means a cheap, easy, and certain transit of the slate can always be effected at all seasons from Wadebridge. The capital to be raised is 40,000*l.*, which is proposed to be appropriated in the following manner:—Purchase of lease, 8000*l.*; constructing railway, 12,000*l.*; plant, machinery, &c., 6000*l.*; working capital, 14,000*l.*. If the annual sale of slates should be 2,000 tons, this would realise a profit of 50 per cent. Of the 8000*l.* to be paid for the lease, only 1500*l.* is to be paid in cash, the remaining portion being taken in shares. The royalty is fixed at 1-17th at the shipping place, and the compensation for land destroyed at 100*l.* per acre, such to be only paid as each half-acre is quarried. The reports of Capt. Burgan and Honey are of the most satisfactory nature, and in order to show the fitness of the property for the intended purpose, the directors have properly inspected by two of their colleagues, fully confirm the statements avouched in the reports, and there is every probability, if efficiently and economically worked, that remunerative results will be arrived at.

THE LUDOVAN LEASE TIN MINING COMPANY.—The sett which this association propose working is situated on the estates of the Duke of Cleveland and the Countess Dowager of Sandwich, in the parish of St. Ives, Cornwall. It is held from the noble proprietors at 1-18th dues for 21 years. The stratum of the country within the limits of the sett is disintegrated granite, and is intersected by several east and west tin lodes of a superior quality; it is likewise in the west vicinity of the St. Ives Consols Mine, which has yielded upwards of 100,000*l.* profit. The district is thoroughly metalliferous, and the mines in the locality are generally noted for their richness. Three lodes have been discovered and operated upon with good success, and the operation raised the tin yield of the year, according to the indications, must be very considerable. The property has lately been inspected by Mr. William Fitz, who speaks highly favourably of it, and his reports are corroborated by the opinions of Mr. Evan Hopkins and Capt. Matthew Francis, who both concurred that this sett contains a large deposit of tin. The capital required is 10,000*l.* in 20,000 shares of 10*s.* each, and this is anticipated, will be sufficient to develop the capabilities of the property. In order that there shall be no other than bona fide applicants, scrip certificates will be issued, so that parties desiring to invest may receive them at the time of application. From the highly metalliferous character of the district, should an economical system of working be pursued under the able management, there is every anticipation that this will become one of the most flourishing mines in the duchy of Cornwall.

SALE OF PIG-IRON.—On Wednesday last, a sale of 5000 tons of pig-iron, belonging to John Attwood, Esq., took place under the hammer of Mr. R. S. Walker, at the Swan Hotel, in this town. The attendance was large, but the bidders did not generally come up to the reserve prices; 800 tons only were sold, at an average of 4*l.* per ton: the other lots were bought in.—*Wolverhampton Chronicle.*

BE PROVIDENT!—There is now no excuse for the improvidence that has so long prevailed throughout the United Kingdom. Only recently, the power to provide for the future was a luxury that only the wealthy could aspire to; but now, under the sanction of Parliament, and the legal authorisation of the Attorney-General, we have an institution that answers all the great ends referred to. The British Life Assurance Company and Family Friend Society has extended its beneficial influence throughout the manufacturing districts, and has since Nov. 1852 issued 77,000 policies, being nearly one-third of all the existing policies in the world issued that period. Upright and economical men of business have the direction of the British Life Assurance, and this may in great part account for its success. Of course, an ample paid-up capital forms the basis of these operations for public good.

SCHOOL OF MINES.—At a PUBLIC MEETING of gentlemen interested in the mines, and the branches of trade connected with them, held on Friday, the 11th November inst., in the Council Chamber of the borough of Truro,

THOMAS JAMES AGAR ROBERTS, Esq., M.P., in the chair,
The following resolutions were carried unanimously:—
Moved by Michael Williams, Esq., M.P., and seconded by the Rev. Canon Rogers:—
That increased means to improve the education of miners, mechanics, and others, in the arts and sciences are desirable, and calculated to be very beneficial to the great interests of this country.

That the following gentlemen be requested to act as a committee, to consider the means best adapted to carry out such an object; and to convene a general meeting, to which the same may be submitted for approval and adoption; and that they have power to add to their number:—

The Viscount Falkland.
Sir W. Molesworth, Bart.
Sir Colman Russell, Bart.
The Members for the County.
Mr. Enys.
Mr. R. W. Fox.
Mr. Canon Rogers.
Mr. Davy.
Mr. Geo. Smyth.
Mr. H. G. Smith.
Mr. Jos. Carne.
Mr. T. S. Bolitho.
Mr. Meredith.
Mr. John Allen.
Mr. Marriott.
Mr. Gilbert.
Mr. Tremayne.
Mr. Nicholas Vivian.
Mr. Jno. Vivian.
Mr. Henwood.
Capt. Charles Thomas.
Capt. John Richards.
Capt. Joseph Vivian.
Capt. Puckey.
Capt. Barrett.
Capt. Clymo.
Capt. Nicholas Vivian.
Capt. John Evans.

And the Secretaries of the Geological Society, Royal Institution, and Polytechnic Society.
Moved by Mr. Pearce, and seconded by Mr. R. R. Broad:—
That the thanks of the meeting be given to those gentlemen who have convened this meeting.
Moved by Mr. Enys, and seconded by Mr. Davy:—
That the best thanks of the meeting be given to Mr. Roberts, for his efficient conduct in the chair.

CWMDYLE ROCK AND GREEN LAKE COPPER MINING COMPANY.—Notice is hereby given, that at the BI-MONTHLY MEETING of the shareholders in this company, held at the Guildhall Hotel, Gresham-street, in the City of London, on Saturday, the 29th day of October last,

It was resolved:—
That a call of 5s. per share be made upon the £3 paid-up shares, payable in the following manner:—2s. 6d. per share on Saturday, the 26th day of November, 1853; and 2s. 6d. per share on Saturday, the 10th day of December, 1853; the same to be paid to Messrs. Rogers, Olding, and Co., bankers, Clement's-lane, London, on or before each of the above-mentioned days, to be placed to the credit of the said company.
By order, FREDERICK BRATHWAITE, Purser.
9, Skinner's-place, Sise-lane, Nov. 17, 1853.

WHEEL ZION MINING COMPANY.—At a SPECIAL MEETING of shareholders, held at Salvador House, Bishopsgate-street, on Thursday, the 17th inst., Mr. P. STAINSBY in the chair.

It being reported to the meeting that the only shares in arrears of calls, made previous to 27th Sept., were thirty,
It was resolved:—
That the thirty unregistered scrip shares in arrears of calls, made previous to the general meeting, held on the 27th Sept. last, be, and are hereby absolutely forfeited.
It was also resolved:—
That as the present constitution of the company places the appointments of the officers of the company with the body of shareholders, that no alterations be made in the present Rules and Regulations of the company.

That the thanks of this meeting be presented to the chairman for his efficient services in the chair.—Salvador House, Nov. 17, 1853.

WHEEL FORTUNE (SOUTH TAWTON) MINING COMPANY.—At a SPECIAL MEETING of the shareholders of the Wheel Fortune Mining Company, convened by requisition, and held at the offices of the company, No. 1, Cushman-court, Old Broad-street, on Tuesday, the 15th of November, 1853,

OSMUND LEWIS, Esq., in the chair,
The following resolutions were unanimously agreed to:—

That the fifth rule of the company, requiring fourteen days' notice to be given for any special or general meeting of the shareholders, be altered to seven days.

That the whole of the seventh rule be and is hereby rescinded.

That the shares of this company be and are hereby reduced in number to 4000, and that in future the mine be divided into 4000 instead of 5000 shares or parts.

That the call of 2s. 6d. per share made on the 4000 shares, now constituting the mine, be and is hereby confirmed.

That the shareholders who have not yet paid the call of 2s. 6d. per share on the shares held by them be and are hereby notified that if they do not pay the same, or in default thereof the forfeiture of such shares will be absolute, and the necessary measures required by the Statutes in that behalf taken to confirm the legal forfeiture, and the shares disposed of as the Court may direct.

That the following gentlemen be and are hereby elected to act as the committee of management until the next bi-monthly meeting:—viz., Messrs. H. G. Hill, O. Lewis, J. Davall, jun., R. Crossley, F. Roe, and J. Harving.

That Messrs. H. G. Hill and Osmund Lewis be the trustees of the company.

The two following resolutions were agreed to, and ordered to be added to the rules and regulations of the company:—

That at the usual bi-monthly meetings the shareholders then assembled shall have full power to make any call or calls which may be necessary for the prosecution of the mine, so that the amount so called does not exceed the sum estimated for the two succeeding months, in addition to paying off any engagements or liabilities which may at the same time exist, and may declare a dividend or division of any surplus profit which may arise from the working of the mine.

That if any call remain unpaid for the space of twenty-one days after the time fixed for the payment of the same, the share or shares in respect whereof it is due may, at any subsequent meeting of the shareholders, be declared absolutely forfeited, such meeting having been specially convened by circular, stating the object of such meeting.

By order, OSMUND LEWIS, Chairman.
No. 1, Cushman-court, Old Broad-street, Nov. 15, 1853.

GREAT ONSLOW, BOSCARNE, MOUNT'S BAY, AND PERKAN CONSOLIDATED MINES.—ALL PERSONS having CLAIMS on any of the above MINES, are requested to FURNISH the particulars thereof, as under, in order to their being examined, and, if found correct, forthwith settled.

Nov. 15, 1853. Messrs. BOSCARNE AND DAVIES, Solicitors, Penzance.

NOTICE.—TREBURGET CONSOLS MINING COMPANY.—The public are hereby CAUTIONED against PURCHASING any of the SHARES in this company numbered from 501 to 982, and from 1001 to 1519, inclusive; the same having been FRAUDULENTLY OBTAINED, consequently will not be recognised by the company.

J. HUNTER, Secy.

WEEKLY LIST OF NEW PATENTS.

APPLICATIONS FOR PATENTS, AND PROTECTION ALLOWED.

W. Smith and T. Phillips:—Improvements in gas stoves.—T. Grimley: Machinery for manufacture of brick, tiles, &c.—C. S. Jackson: Preserving timber and other vegetable matters.—J. Beasley, jun.: Construction of puddling furnaces applicable to generation of steam.—W. Grimshaw: Steam-boilers.—D. Edwards: Railway signal apparatus.—F. L. H. Dauchale and W. Startin: Obtaining and applying motive power.—J. F. Hemond: Manufacture of metallic vessels.—T. S. Blackwell: Signalling and stopping railway trains.—R. Bishop: Steam and water valves.—J. W. Wilkins: Obtaining power by electro-magnetism.—J. Nasmyth: Pistons and rods of steam hammers.—E. D. Smith: Railway carriages to prevent collision, &c.—J. T. Wright and E. P. Wright, and W. Ashbury: Improvements in mill banding.—J. Haley: Machinery for cutting, boring, &c., metals, &c.—E. G. Banner: Motive-power.—P. M. Parsons: Switches.—J. Brown: Wagons.—M. Newton: Carriages, and preventing them from overturning.—J. and T. Whitehead: Cutting tools and working iron, brass, &c.—J. Chesterman: Hammering and tempering steel, and grinding, glazing, &c., steel, &c.—E. D. Smith: New buffer-break.—E. Ward: Carriage axles.—B. Willis and J. Minto: Rotatory pumps.

WEEKLY LIST OF PATENTS SEALED.

J. Clapham, T. Clapham, and W. Clapham, of Wellington Foundry, Keighly:—Improvements in moulding and casting iron pipes.
G. F. Gobie, of Fish-street hill:—Improvements in propelling vessels and carriages; parts of the machinery therein employed being also applicable to other like purposes.
George Goodlet of Leith:—Improvements in engines to be worked by steam, air, or water combined.
W. H. Smith, of Bloombury:—Improvements in the permanent way of railways.
Thomas Kirkwood, of Edinburgh:—Improvements applicable to ventilation and other purposes.
J. Hinks, G. Wells, and F. Dowler, all of Birmingham:—Improved machinery to be used in the manufacture of metallic pens and pen-holders.
R. Trosoun, of the Chamber of Commerce, Liverpool:—Improvements in ventilating and preventing spontaneous combustion in ships and other vessels laden with coal, culm, or cinders.
J. Marks and J. Howarth, of Massachusetts:—Improvements in machinery or apparatus for operating the brakes of a train of railway carriages.
J. Maudslay, Lambeth:—Improvements in boilers and furnaces for generating steam.
J. Behrens, Bradford, Yorkshire:—Improvements in the manufacture of zinc.
E. Goddard, New York:—Improvements in machinery for cutting stone.
M. Poole, Avenue-road, Regents-park:—Improvements in apparatus and means for removing matters or heat from currents of air, gases, or vapours from liquids, and for communicating matters or heat to the same.
J. Behrens, of Bradford, Yorkshire:—Improvements in generating steam in steam-cylinders, of Birmingham:—Improvements in the treatment of minerals, for the purpose of separating impurities therefrom.
E. Whitaker, of Rochdale, and James Walmesley, the younger, of Smithy Bridge, near Rochdale:—Improvements in the manufacture of pipes, tiles, bricks, and slabs, from clay.
G. Bell, Powell-street, Gower-street:—Improvements in obtaining liquid cement.
J. Carvalho de Medeiros, of Passy, near Paris:—Improvements in the means or processes for preserving metals from corrosion.
Peter Arnaud Le Comte de Fontaine Moreau, of South-street, Finsbury:—Improvements in steam-engines.
J. Bernard, of Guilford-street, Russell-square:—Improvements in obtaining differential mechanical movements.

FRANK'S MANIFOLD WRITER.—None of the contrivances we have seen which have been resorted to for the preservation of correspondence, present the economical advantages of the above "manifold writer." A sheet of paper placed over a metallic plate, and inserted in a copying book, in conjunction with a slip of carbonic ink tissue, constitutes the entire apparatus. A note written upon a leaf of the copying book is simultaneously reproduced on the sheet below, which, upon being taken out, is forwarded to its destination. The simplicity of this "writer" is much in its favour, for it is available without trouble, costs little money, and can never get out of order. By using additional sheets of the prepared ink tissue, as many as six copies may be obtained during a single process of writing. It is obvious that this invention may be employed in various services. Any species of tracing may be done by it, and hence it recommends itself, not only to the correspondent of the counting-house, but to all who have occasion to multiply anything which is susceptible of being outlined with a metal style.

RAILWAY WAGONS.—WM. A. ADAMS, MIDLAND WORKS, BIRMINGHAM.

BROAD AND NARROW GAUGE COAL AND IRONSTONE WAGONS, IN STOCK—FOR SALE OR HIRE.

RAILWAY WORKS ON THE CONTINENT.—TO CONTRACTORS, AGENTS, ENGINEERS, AND OTHERS.—Parties who can introduce the ADVERTISER to CONTRACTORS or CAPITALISTS, with sufficient means to engage in extensive railway works on the Continent, requiring a large outlay at the commencement, but upon which more than a commensurate profit will accrue upon their completion, may learn particulars on application in writing, with real name and address, to "L. M." care of Mr. C. Mitchell, general advertising and newspaper press directory office, Red Lion-court, Fleet-street, London.—N.B. The capital of the railway will be provided by a company.

SAMUEL ELIS AND CO., MILLWRIGHTS, ENGINEERS, SALTERS, MANCHESTER. Manufacturers of Steam-engines, Boilers, Mill-gearing, Water-wheels, Tanks, Pumps, &c.; Railway Plant on the most approved principles, Turn-tables, Stationary and Travelling Cranes, Switches, Crossings, Water-cranks, Crabs, Hoists, &c.; Bridges, Girders, Columns and Machinery Castings. Licensed to Manufacture various Patent Articles. Estimates and Plans prepared for any Engineering Work.

SEVEN-AND-A-QUARTER PER CENT.—TEMPORARY INVESTMENT SECURE AS THE FUNDS.—Bonds for £500 and £1000 each, simply secured by Act of Parliament, on Freehold Ground Rents and Land. To be sold to pay the above rate. They bear interest at 5 per cent. per annum, payable punctually as the dividends in January and July, and will be repaid in three years.—Particulars of Mr. Gray, architect, 5, Conduit-street, Regent-street.

TWENTY THOUSAND POUNDS WANTED DIRECTLY, for a short period, on the SECURITY of a FREEHOLD ESTATE, of ample value, and intended for building, brick-making, &c.—Apply to Mr. WHITTINGTON, land agent, &c., 2, New Broad-street, City.

CARBONATE OF BARYTES.—WANTED, A CONTINUAL SUPPLY of first quality CARBONATE OF BARYTES, to be shipped free on board at Newcastle, Sunderland, or any other suitable port.—Address, with latest prices, for "S. D.," at the Mining Journal office, 26, Fleet-street, London.

DREDGING MACHINE.—WANTED, either to PURCHASE or HIRE, a good DREDGER, of from 15 to 25-horse power, for RIVER WORK.—Apply, with full particulars, to Mr. J. T. Leather, Leventhorpe Hall, Leeds.

STEAM-ENGINES BY MAUDSLAY AND CO.—TO BE SOLD, BY PRIVATE CONTRACT, together or separately, FOUR STEAM-ENGINES of 40-horse power, made by Messrs. Maudslay, Sons, and Field. Have been in work about twelve months only, and are quite equal to new; they can be worked as high-pressure or as condensing engines.—For further particulars, apply to Messrs. Fidler and Horsley, 13, Bullitt-street, London.

STEAM-ENGINE FOR SALE.—TO BE SOLD, A HIGH-PRESSURE BEAM ENGINE, lately erected and nearly new, and in complete repair, together with COLLIERY WINDING GEAR, if required; cylinder 22 inches diameter, and 6 feet stroke, estimated to be 60-horse power; boiler, with tube, 11½ tons.—Apply at the Millbrook Ironworks, Swansea.

FOR SALE, for £120, a 16-horse HIGH-PRESSURE STEAM-ENGINE, complete. Also, WATER-WHEEL, 10 ft. diameter. WANTED TO PURCHASE, A WATER-WHEEL, 18 or 20 ft. diameter, about 5 ft. wide.—Apply to Wansborough and Sons, Bristol.

FOR SALE.—A SECOND-HAND SIX-WHEELED LOCOMOTIVE ENGINE and TENDER, in good order; will be sold a bargain.—Apply to George Worsell and Co., railway wheel and axle manufacturers, Warrington.

FOR SALE.—NINETY SHARES IN BOSORN MINE, price £2 per share; and FORTY-EIGHT SHARES IN PENZANCE CONSOLS, price £1 per share.—For further particulars, apply to Mr. CARTHEW, mining offices, 31, Just, near Penzance.

ARUNDELL UNITED COPPER MINE.—TWO HUNDRED AND FIFTY SHARES FOR SALE.—Apply to THOS. BROOKE WAVELL, 5, Adam's-court, Old Broad-street.

WANTED TO PURCHASE, FIVE SHARES IN THE MIDLAND MINING SHARE COMPANY, DERBYSHIRE.—Address, "R. H. Box 121," Post-office, Sheffield.

WEST PAR CONSOLS MINE.—COPIES OF THE REPORT OF THE COMMITTEE, accompanied by a PLAN OF THE PROPERTY, may be OBTAINED on application to Mr. J. H. MURCHISON, 35, Threadneedle-street.

WHEEL CREBOR.—Notice is hereby given, that the Committee of Management will, at the end of FOURTEEN DAYS from the date hereof, proceed to FORFEIT all SHARES then in ARREAR of any CALL or CALLS, in pursuance of the Cost-book Rules of this mine.
Nov. 17, 1853. By order of the Committee, J. H. MURCHISON, Secy.

BRITANNIA GOLD AND COPPER MINING COMPANY.—Notice is hereby given, that the next QUARTERLY GENERAL MEETING of the shareholders will be HELD at the offices of the company, No. 5, Barge-yard Chambers, on Wednesday, the 7th of December next, at One o'clock precisely, to receive a Report from the Committee of Management, and for general business.
By order, ROBT. J. BISDEE, Secy. and Purser.
5, Barge-yard Chambers, Bucklersbury, London, Nov. 18, 1853.

BRITISH PATENT CORK CUTTING COMPANY.—The Directors have the pleasure to inform the shareholders that this company is NOW FULLY CONSTITUTED, by the REGISTRATION OF THE DEED OF SETTLEMENT; and that a sufficient number of shares have been allotted to enable them to proceed to business. Excellent premises have been engaged, and the requisite number of machines will be immediately procured, in addition to those already completed. SCRIP CERTIFICATES will be READY FOR DELIVERY at the office of the company, in EXCHANGE FOR THE BANKERS' RECEIPT, on or after the 21st inst.
By order of the Directors, J. H. CAMPBELL, Secy.
No. 1, King's Arms-yard, Nov. 12, 1853.

MINING SHARES.—Mr. CARTHEW, not being a dealer in mining shares, TRANSACTS BUSINESS ONLY AS PRINCIPAL ON COMMISSION; therefore, has SHARES FOR SALE in the following MINES:—
Bosorn Levant Trevelyan Wheel Lily
Carnworthy North Levant Wheel Bal Wheel Margaret
East Bosorn Penzance Consols Wheel Christopher Wh. Kitty (Leland)
East Wh. Margaret Trevelyan Wheel Carne Wheel Montague
Leland Consols Trevelyan Consols West Wh. Darlington Wheel Spearne
Mining Offices, St. Just, near Penzance.

MESSRS. HARRISON AND BRERETON beg to intimate to their friends and the public generally, that the following MINES have been RECONSTITUTED, and are now CARRIED ON under the management of eight persons, upon strictly Cost-book Principles, all free shares having been withdrawn; they stand as follows:—
Great Onslow Consolidated Mines, Camelford, divided into 25,000 shares.
Penquance Slate Quarries, St. Breock " 20,000 " 90
Perran Consolidated Mines, Perranuthnoe " 15,000 " 90
Mount's Bay Consolidated Mines, Marazion " 12,000 " 90
Messrs. Harrison and Brereton have a FEW SHARES in the following DIVIDEND-PAYING AND PROMISING MINES:—
Trevelyan Silver-Lead Mine, Menheniot divided into 1024 shares.
South Crenver Copper Mine, Crowan " 5000 " 90
East Bosorn Tin and Copper Mine, St. Just " 6000 " 90
North Wheel Trevelyan Silver-Lead Mine, Menheniot " 1000 " 90
Ludcott Silver-Lead Mine, Menheniot " 1200 " 90
Lonsdale Silver-Lead Mine, Cumberland " 2100 " 90
Cornwall Mining Offices, 32, Castle-street, Liverpool, Nov. 7, 1853.

MINING OFFICES, 7, GEORGE YARD, LOMBARD STREET, LONDON.—WILLIAM HUNSELY FOX OFFERS HIS SERVICES to parties interested in MINES, HOME or FOREIGN. The present depressed state of the English market presents an unprecedented opportunity for profitable investment. Every information given, and lists of prices furnished on application.

MINING INVESTMENT.—T. FULLER AND CO., 51, THREADNEEDLE-STREET, LONDON, beg to call attention to the favourable opportunity of INVESTING IN BRITISH MINES, particularly in those dividing their profits every two or three months, which average from 15 to 20 per cent., with every prospect of continuance, and being free from fluctuation, such as Consols, railway and other securities; and respectfully direct attention to the PURCHASE OF SHARES in many PROGRESSIVE MINES, being in full operation, with efficient machinery, &c., for the development and bringing the same into a profitable state of working, which, at present prices, cannot fail to remunerate all who invest; a careful selection of such alone can be obtained by a daily communication with agents of high scientific and practical experience of the principal mines in Devon, Cornwall, and Wales.
T. FULLER and Co. will furnish every information to capitalists, either personally or by letter, and can effect purchases or sales of every description.

MINING SHARES FOR SALE.—The undersigned is enabled to submit SHARES at or about the following PRICES:—
Bryntal, £4½.
St. Austell, £1½.
Cwm Darren, 9s.
Cardon Wood, 5s. 6d.
Churchstoke, 12s. 6d.
Crockhaven, £10½.
Clowance Wood, 7s.
Combarnet, 5s.
Devon Buller Great Cons., 25 at 8s.
East Bosorn, 8s.
Exmoor E. 11s.
Great Sheba Consols, £20.
Great Wheel Hugo, 12s.
Langford, 6s.
Lonsdale, £5.
Monareh, 9s.
Mixon Great Consols, 16s.
Mary Ann, £4½.
New E. Crownd, 200 at 6s.
Norbury, 10s.
North Highbury, 2s.
Pendons Consols, £1½.
Peninsular, 15s.
Prince Albert, £2½.
Perran Wh. Jane, 17s. 6d.
Perran Wh. Alfred, 15s.
Ritton Castle, 8s. 6d.
Sourton Consols, 100 at 6s.
Stokeclimland West, 2s. 6d.
South Mary Ann, 2s. 6d.
South Crenver, 24.
Trannack Consols, 10s.
Treleigh Consols, £2½-3.
Tremollett Down, 50 at 4s.
Trevelack, 20 at 5s.
Tamar Maria, 12s. 6d.
Trevel, 5s. 6d.
Tineroff, 25½.
Wheel Kitty, £5½.
West Providence, £37.
Weston, £1½.
Wh. Harriet, 100 at 10s. 6d.
Wheel Maundlin, 10s.
West Wh. Fanny, 2s. 6d.
West Holmsham, 2s.
West Par Consols, £1½.
Worthing, 5s.
Wood Mine, 50 at 6s.
Wheel Golden, £2.
Wheel Edward, 40 at £2½.

N.B. Low-priced shares on other mines of good promise, subject to only small periodical calls, to be had on application; and impartial advice will be given as to their merits when required.
Letters addressed (post paid) to CHARLES GURNEY, mining commission agent, Hall of Commerce, Threadneedle-street, London, will meet prompt attention.

INCUMBERED ESTATES' COURT.—SALE ON THE 25th NOVEMBER, 1853.

THE PUBLIC are informed, that the SALE OF BERE ISLAND, in the Matter of the Estate of the Right Hon. BAY OF BANTRY, and the RICHARD, Earl of BANTRY, devise of ROBERT HADGE, COUNTY OF CORK, will take place before the Commissioners, at their Court, 14, Henrietta-street, Dublin, upon Friday, the 25th of November inst., at the hour of Twelve o'clock, noon, as already advertised. This estate embraces an entire island, upwards of six miles in length—the breadth varying between two and four miles. It is held in fee-simple, and embraces 4377 acres.

The Board of Ordnance pays 166l. 10s. a year rent, under lease, for the forts, batteries, &c.; and the rest of the island, occupied by yearly tenants, has been valued at upwards of £1500 a year by Dr. Whitty, C.E.

The report of Dr. Whitty, on the mineralogical prospects of the island, shows that the island contains lead and copper ore in abundance, and that arsenureted iron, containing sulphur and arsenic, has been found there.
A pamphlet containing Dr. Whitty's report, with a geological map, together with the rental, can be obtained from John Warren Payne, Esq., Bantry; J. L. Curtis, Esq., 38, South Mall, Cork; G. Stephens, Esq., 13, Northumberland-street, Strand, London; R. O'Pringle, Esq., 183, Sauchiehall-street, Glasgow; at the offices of the *Liverpool Mercury*, *Liverpool*; the *Manchester Guardian*, *Manchester*; the *Limerick Herald*, *Limerick*; the *Mercantile Journal*, *Belfast*; *Charges*, *Greene*, and *Son*, 32, Lower Dominick-street, Dublin; M'Causland and Featherstone, 21, Wellington Quay, Dublin; Dr. Whitty, C.E., Henrietta-street, Dublin; or John Litton, the solicitor having the carriage, 5, Dawson-street, Dublin.—Nov. 15.

INCUMBERED ESTATES' COURT.—SALE ON THE 25th NOVEMBER, 1853.

THE PUBLIC are informed, that the SALE of the Estates in this Matter, situate in the Barony of EAST BARRY, BERE, and BANTRY, and of BANTRY, Owner and Petitioner, COUNTY OF CORK, will take place before the Commissioners, at their Court, 14, Henrietta-street, Dublin, on Friday, the 25th of November inst., at the hour of Twelve o'clock, noon, as heretofore advertised. These estates are all fee-simple, comprise upwards of 30,000 acres, and are arranged in 39 lots. The rents are most fully secured, and the mineral prospects in the barony of Bere and Bantry are well known.

Dr. Whitty's report, with a geological map, accompanies the rental; and copies can be had at the office of the commissioners, or of John W. Payne, Esq., Bantry; Henry Noblett, Esq., 74, South Mall, Cork; Thomas Whally Bolton, Esq., 4, Elm-court, Temple; Gilbert Stephens, Esq., 13, Northumberland-street, Strand, London; R. O'Pringle, Esq., 183, Sauchiehall-street, Glasgow; at the offices of the *Liverpool Mercury*, *Liverpool*; the *Manchester Guardian*, *Manchester*; the *Limerick Herald*, *Limerick*; the *Mercantile Journal*, *Belfast*; *Charges*, *Greene*, and *Son*, 32, Lower Dominick-street, Dublin; M'Causland and Featherstone, 21, Wellington Quay, Dublin; Dr. Whitty, C.E., Henrietta-street, Dublin; or John Litton, solicitor, having the carriage of the sale, 5, Dawson-street, Dublin.

INCUMBERED ESTATES' COURT, IRELAND.—TO BE SOLD,

on the 1st December, the outlying portions of the CASTLE OTWAY ESTATE, containing about 4500 acres, and producing a nett rental of £1367 per annum. These estates are considerably underlet. They present a favourable opportunity for investing money, with a prospect of large and immediate returns. They are situated between Lough Derg and the Templemore station of the Great Southern and Western Railway.—For further particulars, apply to Leonard Dobbin, 27, Gardiner-place, Dublin; Messrs. Reeves, Merrion-square, Dublin; and to G. P. White, 18, Adam-street, Adelphi, London.

ELIGIBLE INVESTMENT.—TO BE SOLD, on the 1st

December, in the INCUMBERED ESTATES' COURT, IRELAND, the VALUABLE FEE-SIMPLE ESTATE OF LISSENALL, containing over 1600 acres, lying in a ring fence, with mansion and extensive outbuildings and valuable plantations, yielding a nett income of £700 per annum, valued at £500 per annum, situated within two miles of the important town of Nenagh, and within four miles of Lough Derg and the River Shannon, also the townland of Gurrane, containing 516 acres, valued at £300, and let at the small rent of £73 per annum; also, the valuable properties of Glanagile and Rusheen, containing together about 1700 acres, and yielding £500 per annum. These lots form part of the Castle Otway Estate, and are well worthy of attention, affording a favourable opportunity for the investment of capital, with a certainty of large returns for money invested in drainage and other agricultural improvements. The lands are let at present on very reasonable under value.
For further particulars, apply to Messrs. Dobbin and Co., Gardiner-place, Dublin; Messrs. Reeves, Merrion-square, Dublin; and to G. P. White, 18, Adam-street, Adelphi, London.

A 30-inch CYLINDER STEAM-ENGINE FOR SALE.

NANSEGGOLAN MINE, CROWAN, CORNWALL.—TO BE SOLD, BY PRIVATE CONTRACT, an excellent 30-inch cylinder STEAM-ENGINE, 9 ft. by 8 ft. stroke (manufactured within the last two years by Messrs. Sandys, Vivian, and Co., Hayle Copperhouse), with one boiler, about 9 tons, eleven, and all wood work of engine-house and boiler-house, &c.

For a view of the same, apply to Capt. John Reynolds, Nanseggolan Mine, Crowan; and for further particulars, and to treat for the same, application must be made to Capt. Nicholas Vivian, Camborne; or to Mr. Henry V. Newton, auctioneer and licensed emigration agent, Camborne.—Camborne, Cornwall, Oct. 20, 1853.

COLLIERIES, COPPER SMELTING, AND IRONWORKS.—TO BE LET, several extensive FIELDS OF ANTHRACITE AND BITUMINOUS COAL, IRONSTONE, and FIRE CLAY, as well as MARBLE and LIMESTONE QUARRIES. Also, first-rate SITES FOR THE ERECTION OF COPPER SMELTING ESTABLISHMENTS, IRONWORKS, PATENT FUEL MANUFACTORIES, and FIRE-BRICK WORKS. The whole being near good seaports, and intersected by the South Wales and Llanelli and Llandovery Railway, and the Gwendraeth Canal.—Apply to Mr. W. Rosser, mineral surveyor, Llanelli.

TO COAL MINERS AND OTHERS.—TO BE LET, at a royalty or free share, a COLLIERY, and the COAL under about 200 acres of LAND, in the county of Somerset, which pits (which have been sunk at a large expense, coal-bank rights of land, &c.) The principal pit (where the coal has been but little worked) is of the depth of between 50 and 60 fms. The seams are of considerable thickness, and the coal is of good quality. The colliery is near the Bristol and Exeter Railway, commanding the markets of the West of England, which are now principally supplied from Wales at a heavy cost. Full opportunity will be allowed for proving the coal and the colliery previously to a lease being taken.—For particulars, apply to J. and H. Livett, solicitors, Small-street, Bristol.

IMPORTANT TO IRONMASTERS.—NOTICE.—That a large quantity of IRON ORE, on the Mulgrave Estate, near Whitby, belonging to the Marquess of Northampton, is now ready TO LET. This immense seam runs for about five miles along the cliffs facing the German Ocean, is from 8 to 15 ft. in thickness, and is allowed by competent authority to be much the richest ironstone yet discovered in Cleveland. It is within 16 miles by sea of Hartlepool, and 20 of Middlesbrough, both the above places now becoming celebrated for the manufacture of iron. The seam will be divided, so as to suit companies; and further information may be obtained, on application to Mr. Kerr, at Lythe Hall Office, near Whitby.
Lythe Hall, October 7th, 1853.

TO BE LET FOR A TERM OF YEARS, OR SOLD, a valuable TRACT, containing all the well-known VEINS OF ANTHRACITE COAL and IRON MINE of the county of GLAMORGAN.—For further particulars, apply to "D. E. F.," Post-office, Neath.

TO BE LET, some valuable MINES OF ANTHRACITE and other COAL and IRONSTONE, situate at Llangennech, in the county of Carmarthen, adjacent to and of the same quality as the mines worked by the Llangennech Company.—For particulars, apply to Mr. James Wickens, 1, Chandos-street, Cavendish-square, London; or to Mr. Joshua Richardson, Neath, Glamorganshire.

EAST INDIAN IRON COMPANY (Incorporated by Royal Charter).

The Board of Directors of the East India Mining Company having reason to believe that the advertised notice, calling upon the Shareholders to execute the Deed of Settlement on or before the 31st ult., has failed to reach many of the original allottees, have come to a resolution to EXTEND THE TIME FOR REGISTERING THE SHARES to the 22d inst., after which day all shares, in respect of which the Deed shall not then have been executed, will be absolutely forfeited.

By order of the Board, G. E. COOPER, Secretary.

Dated November 1, 1853.

POLTIMORE COPPER AND GOLD MINING COMPANY.

The Directors are prepared to receive TENDERS for the ERECTION in place of their MINE OF WORKSHOPS, BUILDINGS, and WHEEL-PITS, including the EARTH WORKS, MASONRY, and INCIDENTAL WORKS connected therewith, and specifications of the work may be seen on application to the Captain of the mine, Mr. Peter Floyd, at the mine, on or after Saturday, the 19th inst., between the hours of Nine and Four o'clock daily; or to Capt. Moorson, C.E., at 17, Great George-street, Westminster. The tenders are to be addressed to the Directors of the Poltimore Copper and Gold Mining Company, at their offices, 50, Pall Mall, London, so as to be delivered on or before noon on Thursday, the 24th inst.

IMPERIAL BRAZILIAN MINING ASSOCIATION.—Notice is

hereby given, that the HALF-YEARLY GENERAL MEETING of the proprietors of this association will be HELD at the London Tavern on Thursday, the 24th of November next, to receive the Report of the Directors. The chair will be taken at Two o'clock precisely. At this meeting the election of one director will take place, in the room of Samuel Hindle, Esq., retired. Proprietors desirous of becoming candidates for the office of director are required, by Clause 39 of the Deed of Settlement, to leave notice of such intention at the office of the association at least 14 days before the election takes place.

G. V. DUVAL, Managing Director.
Winchester House, Old Broad-street, Oct. 20, 1853.

BRUCUTU GOLD MINING COMPANY.—The Directors of this

Company have to inform the shareholders that the REPORTS received from the mines by the Mail arrived this day will be OPEN FOR INSPECTION at the Office every day from Ten till Four o'clock.—58, Old Broad-street, Nov. 16, 1853.

BRITISH AUSTRALIAN GOLD MINING COMPANY.

The London Committee of Management, desirous of communicating every information to the shareholders, beg to state that the gold they have received per Pelham

VALUABLE MINE MATERIALS FOR SALE.

MR. LITTLE WILL SELL, BY AUCTION, on Tuesday, the 29th November inst., commencing at Ten o'clock precisely, at WHEAT SQUIRE, in the parish of St. Erth, all the MATERIALS in and upon the said MINE, comprising a 30-in. cylinder PUMPING-ENGINE, 9 ft. stroke, equal beam, with brass condensing work, and ONE BOILER, 10 tons, complete, with steam and feed pipes, &c.

34 9 ft. 11 in. pumps.
10 9 ft. 6 in. pumps.
1 10 in. H-piece.
1 6 in. H-piece.
1 10 in. top doorpiece.
1 6 in. top doorpiece.
1 10 in. clack doorpiece.
1 11 in. clack doorpiece.
1 6 in. in. windbore.
1 9 ft. 10 in. windbore.
1 5 1/2 ft. 6 in. windbore.
1 11 ft. 11 in. working-barrel.
1 9 ft. 11 in. working-barrel.
1 11 ft. 10 in. plunger-pole, case, and stuffing-box & vice, 1 smith's horse, with good assortment of smith's tools.
1 11 ft. 6 in. plunger-pole, case, and stuffing-box and gland.
50 fms. 12, 11, and 10 in. main rods.
80 fms. 1 1/2 and 1 1/4 in. iron bucket-rods.
6 10 in. brass buckets, with prongs.
4 9 in. brass buckets, with prongs.
2 11 in. brass buckets, with prongs.
Captain and shears, nearly new.
Castings and wrought-iron of an angle-bob, complete.

The whole of the above materials being nearly new, and of excellent quality, are well deserving the attention of mine agents, and the mining public generally. Any further information may be had of Capt. Richards, Foundry House, Hayle; or of the auctioneer, Redruth.—Dated Redruth, Nov. 14, 1853.

SOUTH STAFFORDSHIRE.—TO IRONMASTERS, COALMASTERS, CAPITALISTS, AND OTHERS.

VERY VALUABLE THICK COAL AND IRONSTONE MINES, HAWBRISH, BRETTELL LANE, KINGSWINFORD.

MESSRS. OATES AND PERRENS have been honoured with instructions from Messrs. Wheeley to OFFER FOR SALE, BY AUCTION, on Tuesday, 20th December, 1853, at Four o'clock P.M. precisely, at the Talbot Hotel, Stourbridge (where an acceptable offer he previously made by private contract, of which due notice will be given), in the following or other Lots as shall be determined by the vendors, and subject to conditions then to be produced, the ENTIRETY of that exceedingly valuable and most desirable MINERAL ESTATE, called or known as the "HAWBRISH ESTATE," situated at Bretzell-lane, in the parish of Kingswinford, in the county of Stafford, and containing similar valuable MINES OF THICK OR TEN YARD COAL, BROOCH COAL, IRONSTONE, &c., to those found on the adjoining collieries of Messrs. Firminstone and others, headings from which have been driven under the estate to the extent of about 400 yards, which may be made available in the workings of the mines, fully proving the existence thereunder of an extremely valuable mineral stratum of the surrounding highly prolific district, the whole containing by mensuration 34 1/2 in. 33r. The surface of the estate (under which is an excellent MINE of surface RED BRICK CLAY, and which is proposed to be sold or let with the mines), consists of extremely valuable MEADOW, PASTURE, and ARABLE LAND, together with a commodious FARM-HOUSE, BARN, OUTBUILDINGS, YARDS, and extensive STABLES, which have been recently placed in a substantial state of repair, and will form a great portion of the plant required for the formation of a new colliery.

There are upon the estate NINE COTTAGES and GARDENS, and two substantial HOUSES with OUTBUILDINGS, suitable for the residence of a manager and clerk, which will be also offered with the estate, either in fee-simple, or upon lease on the usual terms, as may be agreed upon.

TWO extremely valuable FIELDS OF LAND in the southern portion of the estate, fronting to Bretzell-lane, and admirably adapted for building purposes, and may be with great advantage offered in building lots, for which there is considerable demand, by the purchaser of the estate, they contain by measurement 6 1/2 a. 3r., or thereabouts, and are included in the quantity as above stated.

This most desirable estate is situated near Bretzell-lane turnpike-gate, and adjoins the Stourbridge and Dudley turnpike-road, to which it has excellent frontage, is within 1 1/2 mile of Stourbridge, 3 1/2 miles from Dudley, 1 mile from the important neighbourhood of Worsley and the glass manufacturing district, close on the verge of the iron district, where at this time coal is becoming extremely scarce, and 7 miles from Kidderminster, to all of which districts it will offer the advantage of the nearest and most direct communication, extending from 500 to 1000 tons weekly upon an average. It is within one-third of a mile from the Bretzell-lane Station of the Oxford, Worcester, and Wolverhampton Railway, and a less distance to the Stourbridge Canal; in short, it affords to an enterprising speculator a ready and certain means of realising an ample fortune in a very limited period.

Particulars, with lithographic plans, showing the estate, will be prepared and distributed prior to the sale, and may be had at the offices of the Midland Counties' Free Press, Birmingham; *Arts & Gazette*, and *Journal* offices, Birmingham; at the offices of the *Waterbury Chronicle*, and the *Mining Journal* offices, London; at the place of sale, and the principal inns in the neighbourhood; at Messrs. Wheeley's offices, Bretzell-lane Ironworks; or of the solicitor or auctioneers, Messrs. Wheeley will appoint a person to show the estate upon application at their offices. And for further information, apply to Mr. Harward, solicitor, or the auctioneers, both of Stourbridge.

VALUABLE COAL AND MINERAL FIELD.

Adjoining GLASGOW, in the centre of its manufacturing and public works, within a quarter of a mile of the River Clyde, at Rutherglen Bridge, and a mile and a half from the Broomfield, or Harbour of Glasgow.

TO BE SOLD, BY PUBLIC ROUP, within the Royal Exchange Sale Rooms, Queen-street, Glasgow, upon Wednesday, the 14th day of December next, at Two o'clock, unless previously disposed of by private bargain, the RESERVED COAL AND MINERALS in from 35 to 40 imperial acres of the LANDS OF BRIDGETON, bounded on the north and north-east by the turnpike road from Glasgow to Dalmarnock Bridge; on the east by the property of the Glasgow and Suburban Gas Company, and the lands belonging to Messrs. Henry Monteith and Co.; on the south by the said lands belonging to Messrs. Henry Monteith and Co., so far as the coal and minerals in the same are not reserved; and on the west by the turnpike road leading from Glasgow to Rutherglen, including a portion of ground adjoining the field above described, and lying on the west side of said road leading from Glasgow to Rutherglen. Along with the coal and minerals, there will be sold about two acres of ground, in the centre of the coal-field, and affording ample space for sinking pits and binging, and with access to markets on all sides.

The coal in the above lands, and known and worked in the lands to the east, south, and north of the same, consists of the Upper, Ell, Main, Humph, and Splint seams, averaging about 18 feet thickness in all.

The existence of valuable seams of coal has been proved, by boring in the Green, or Public Park of Glasgow, immediately to the west of Bridgeton Coal-field, as appears from reports submitted to the Corporation from time to time, and printed for circulation among the Members of Council. Various other seams of coal exist below these above given, and ironstone, including the blackband, has been worked in the adjacent coal-fields.

The coal in question can be sent to every part of Glasgow and its manufactures, and has access to its harbour and river, free of all tolls, the distances of transport varying from a few hundred yards to a couple of miles; and there is a ready market for the ironstone.

Difficulties, consequent on the nature of the stratum above the Bridgeton coal, have hitherto prevented attempts to work the same. By modern improvements in mining, these difficulties are now entirely overcome; and a great number of coal-fields, both in England and Scotland, in which these obstacles existed to a much greater extent than in the Bridgeton coal-field, are now being worked with great profit.

A great portion of the land in which the coal and minerals above described are situated, is either unimproved or occupied by streets or buildings of little value. From the nature of the stratum, there is little or no danger of surface damage in working the coal now advertised. The amount of the risk may be estimated from the fact that the coal in land bounding that now advertised, and on which erections of great value were placed, was lately sold (the price being fixed by arbitration) to the proprietors of the soil for £200 per acre. The coal so sold was situated, as regards markets, in a situation much inferior to that now offered for sale, and was subjected to turnpike tolls on its way to market.

The proprietors of the coal and minerals above described, though preferring a sale, do not object to let the same to a minded and enterprising tenant, on conditions which will be stated to applicants for a lease.

Lithographic plans of the coal-field and lands, showing their situation as regards Glasgow, its manufactures, harbour, &c., &c., may be had, together with all necessary information, by application to Messrs. C. D. Donald and Sons, writers, Glasgow, in whose hands are the title deeds; Messrs. Graham, Weems, and Graham, parliamentary solicitors, Great George-street, Westminster; or to Thomas Graham, Esq., Hatton Hall, Wellingborough, Northamptonshire.—Glasgow, October, 1853.

PHILLACK, CORNWALL.

ANGARRACK SMELTING-HOUSE.—TO BE SOLD, BY PRIVATE CONTRACT, with possession at Michaelmas next, the FEE-SIMPLE AND INHERITANCE of all that well-known and long-established TIN SMELTING-HOUSE, situated at Angarrack, in the parish of Phillack, in the county of Cornwall, in which the tin trade has been very extensively carried on for a long series of years. The premises consist of a large and strongly built SMELTING-HOUSE, containing THREE FURNACES, a STAMPING-MILL, and all other necessary and convenient OUT-BUILDINGS and OFFICES; and a spacious yard, enclosed within a strong stone wall. Together, also, with a substantial, newly-erected, walled garden attached thereto. Adjoining the said premises, and outside the said wall, there is a plot of ground for depositing the slag or rubbish from the works, which are in the neighbourhood of a large mining district, and are supplied by an excellent stream of water. The said premises are within about half-a-mile of the port of Hayle, and at a short distance from them the West Cornwall Railway, which intersects the tin district, has one of its stations. If not sold, the said premises will be let for such use of years as may be agreed on.—For a view, application should be made to Mr. Goldsworthy, Trevenard, near Hayle; and for further particulars to him, or to Messrs. Simmons and Cook, solicitors, Truro, Cornwall.

Dated Truro, Nov. 8, 1853.

STEWARTRY OF KIRKCUDBRIGHT.—TO BE LET, for such period as may be agreed on, WOODHEAD LEAD MINES, in the parish of Carphairn, Stewartry of Kirkcudbright, N.B. These mines have been worked by the proprietor since the year 1833, when the ore was first discovered near the surface, and they have yielded a considerable quantity of lead of the best quality. They are in complete working order, having every convenience for crushing, dressing, smelting, and refining, with suitable buildings and houses for the workmen.

A plan of the workings, and further information, may be obtained on application to Alexander Smith, W. L. Edinburgh; to Messrs. Carson Brothers, Liverpool; or to Mr. William Jones, Woodhead Lead Mines, Carphairn, by Ayr, the latter of whom will show the mines, and furnish all necessary particulars.

LONDON AND NORTH-WESTERN RAILWAY.—CONTRACTS FOR STORES FOR THE YEAR 1854.—The Directors are prepared to receive TENDERS FOR THE SUPPLY OF THE undermentioned STORES, viz.:

- | | |
|---|---|
| No. of Contract. | No. of Contract. |
| 1. Brass sheet and tubes for locomotives. | 19a. Lead, sheet and pipe. |
| 2. Copper. | 20. Iron, Yorkshire. |
| 3. Canvas. | 20a. Iron, Staffordshire. |
| 4. Carpet and rugs. | 20b. Iron, pig. |
| 5. Axles. | 21. Iron castings. |
| 6. Coals. | 22. Ironwork. |
| 7. Crucibles. | 23. Wheels. |
| 8. Carriage furniture, brass. | 24. Oil, burning, &c. |
| 9. Colours. | 25. Oil, various, tallow, and turpentine. |
| 10. Drapery. | 26. Oil-cloth. |
| 11. Cotton trimmings. | 27. Steel. |
| 12. Cotton waste. | 28. Steel springs and files. |
| 13. Glass, plate. | 29. Tin blocks. |
| 14. Leather. | 30. Tin, sheet, and spelter. |
| 15. Leather, various. | 31. Varnishes. |
| 16. Lead, white and red. | 32. Hats. |
| | 33. Caps. |

Specifications and forms of tender may be had on and after Monday, 21st November, on application, in writing, to the secretary, Euston Station, London.

Forms of tender for each contract are printed separately, and parties applying should state the particular contract or contracts for which they propose to tender. Patterns may also be inspected on and after Monday, 21st November, from Ten till Four o'clock, at the Company's Pattern-room, Euston Station; and any further information required may be obtained on application to the heads of the several departments. Tenders to be sent in on or before Ten o'clock on Wednesday, 27th December.

By order of the Directors, CHAS. E. STEWART, Sec.

Euston Station, Nov. 14, 1853.

LONDON AND NORTH-WESTERN RAILWAY.—CONTRACT FOR PERMANENT-WAY MATERIALS.—THE DIRECTORS OF THE LONDON AND NORTH-WESTERN RAILWAY COMPANY are prepared to receive TENDERS for the supply of the undermentioned MATERIALS:

- | | |
|-----------------------|--------------------------|
| 4000 tons chairs. | 250 tons spikes. |
| 250 tons fish plates. | 100 tons bolts and nuts. |

Specifications, with particulars, may be obtained on application to the Permanent-Way Office, Railway Station, Stafford.

Tenders addressed to the Secretary, at this office, to be sent in on or before Monday, 5th December, 1853. By order, CHAS. EDWD. STEWART, Sec.

Secretary's Office, Euston Station, 14th November, 1853.

TO STEAM-PACKET PROPRIETORS OR OTHERS.—HOLYHEAD HARBOUR.

CHESTER AND HOLYHEAD RAILWAY.—THE DIRECTORS OF THE CHESTER AND HOLYHEAD RAILWAY COMPANY, having provided the necessary accommodation for the discharge and loading of vessels alongside the railway at Holyhead, are prepared to ENTER INTO ARRANGEMENTS with parties for the THROUGH TRANSIT OF PASSENGERS, GOODS, and CATTLE, to and from the principal towns in England.—For further particulars, apply to J. O. Binger, General Manager's Office, Chester.—Chester, November, 1853.

CHESTER AND HOLYHEAD RAILWAY.—COMMUNICATION BETWEEN ENGLAND, SCOTLAND, AND IRELAND, VIA HOLYHEAD.

Notice is hereby given, that on and after the 1st December, 1853, the THROUGH BOOKING ARRANGEMENTS for PASSENGERS will be CONFIRMED EXCLUSIVELY to the EXPRESS VESSELS of the CHESTER AND HOLYHEAD RAILWAY COMPANY, which leave Kingstown at 9 A.M., and Holyhead at 5.30 P.M.

By order, J. O. BINGER, General Manager's Office, Chester, Oct. 24, 1853.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

DEPARTURES OUTWARDS.

INDIA AND CHINA, via EGYPT.—For Aden, Ceylon, Madras, Calcutta, Penang, Singapore, and Hong Kong, on the 4th and 20th of every month from Southampton; and on the 10th and 26th from Marseilles.

AUSTRALIA via SINGAPORE.—For Adelaide, Port Phillip, and Sydney (touching at Batavia), on the 4th January, and 4th of every alternate month thereafter from Southampton; and on the 10th January, and 10th of every alternate month thereafter from Marseilles.

MAITA AND EGYPT.—On the 4th and 20th of every month from Southampton; and on the 10th and 26th from Marseilles.

MAITA AND CONSTANTINOPLE.—On the 27th of every month from Southampton. Marseilles, Italy, and Malta.—From Marseilles to Genoa, Leghorn, Civita Vecchia, Naples, and Malta, on the 15th and 30th of every month; and from Malta to Naples, Civita Vecchia, Leghorn, Genoa, and Marseilles, departing from Malta, on the 1st and 15th of every month.

SPAIN AND PORTUGAL.—For Vigo, Oporto, Lisbon, Cadiz, and Gibraltar, once a month, between Calcutta, Penang, Singapore, Hong Kong, and Shanghai.

For further information, and of the Company's rates of passage-money and freight, for plans of the vessels, and to secure passages, &c., apply at the Company's offices, 122, Leadenhall-street, London; and Oriental-place, Southampton.

MR. G. F. MUNTZ'S (JUN.) PATENT SOLID BRASS TUBES.

12d. per lb., delivered in any part of the United Kingdom.—In introducing these tubes to the notice of engineers and the public, the patentee respectfully directs attention to some of the advantages they possess over those previously in use:—1st. Economy in the first cost.—2d. Greater durability, being made of a mixture of metal hard in its own nature, and not mechanically hardened, as ordinary brass tubes are, which renders them liable to split or burst when subjected to the expansion and contraction caused by the heating and cooling of the boiler.—3d. Equality of hardness throughout, the metal being sufficiently tough to bear expanding, when fixing in the boilers, without softening the ends, which is necessary in fixing the brass tubes previously in use, and which causes the softened parts to wear more.—4th. They are less liable to corrode than any mixture of brass which can be manufactured into tubes by the process previously employed.

G. F. Muntz's Patent Metal Company, French Walls, Birmingham, sole manufacturers.—Agents for London: Charles Moss and Co., 23, Fenchurch-street; Young, Downson, and Co., Limehouse.—Bristol: E. Drew, Clifton Park.—Liverpool: C. Moss and Co., Redcross-street.

TO IRONMASTERS.—JEREMIAH BROWN AND CO. ARE NOW

PREPARED TO ENTER INTO ARRANGEMENTS TO ERECT THEIR PATENT MACHINE FOR COMPRESSING PUDDLED BALLS, AND DOUBLING THE SAME IN THE ROLLS. By adopting this machine, bars may be produced to 6, 7, 8, or 9 inches wide, or wider if required, direct from the puddled ball. In Yorkshire and Staffordshire, where those machines are adopted, broad bars are rolled suitable for piles, for large rails, boiler-plates, &c. Iron from the Dowlais Ironworks, and other extensive works in Wales, has been sent to Staffordshire to test the machine, and it proved to be the best modern invention ever used; requiring no manual labour, and the most tender iron made into the broadest bars. The operation of the machine greatly improves the quality of the iron. It is now working for thirty furnaces, and is capable of working for as many more.—Application to be made to Jeremiah Brown and Co., Kingswinford, near Dudley, Staffordshire.—Oct. 31.

TO IRONMASTERS, MANAGERS, AND ROLL TURNERS.—

ABEL MORGAN TEACHES THE ART OF MEASURING DRIFT AND APPLYING MENSURATION TO ROLL TURNING AND ROLLING. ARITHMETIC, GEOM, AND MENSURATION TAUGHT BY THE RULE, privately if required. Particulars, apply to Abel Morgan, John-street, Coatbridge, Lanarkshire, Scotland.

GALVANIZED IRON ROOFS, AND WIRE STRAND FENCING.

MR. HENRY J. MORTON, GALVANIZED AND CORRUGATED IRON ROOFING WORKS, 9, ALBION STREET, LEEDS, THE ORIGINAL MANUFACTURER OF THE PATENT STRAND FENCING, formed of twisted wires, for parks, pleasure grounds, railways, inclosures, &c. Upwards of 600 miles have been fixed in this country, and it is admitted to be the most efficient fence in use. Price from 1s. 4d. to 3s. per yard, fixed, according to the kind of fence.

IRON RULERS, GATES, & SILD WIRE FENCING, manufactured at low prices. GALVANIZED GAME NETTING, very strong and neat, and NEVER REQUIRING PAINTING, 2 ft. wide, and 2 in. mesh, 7d., 9d., and 1s. 0d. per yard. GALVANIZED IRON ROOFING, for farm buildings, mills, sheds, &c. ASPHALTED ROOFING FELLS, 1d. per square foot.

GALVANIZED SIGNAL CORD, formed as a twisted cord or rope, for mines, from 15s. per 100 yards.

For prices, drawings, and estimates, apply at the manufactory, 9, Albion-street, Leeds. Sole Agent for the Fire Annihilator Machines, and Kuper's Improved Patent Wire Ropes.

PATENT SAFETY FUSE.—THE GREAT EXHIBITION PRIZE

MEDAL was AWARDED to the MANUFACTURERS of the ORIGINAL PATENT SAFETY FUSE, BICKFORD, SMITH, and DAVEY, who beg to inform Merchants, Mine Agents, Railway Contractors, and all persons engaged in Blasting Operations, that for the purpose of protecting the public in the use of a genuine article, the PATENT SAFETY FUSE has now a thread wrought into its centre, which, being patent right, infallibly distinguishes it from all imitations, and ensures the continuity of the gunpowder.

This Fuse is protected by a Second Patent, is manufactured by greatly improved machinery, and may be had of any length and size, and adapted to every climate. Address.—BICKFORD, SMITH, and DAVEY, Tuckingmill, Cornwall.

SAFETY FUSE.—Messrs. WILLIAM BRUNTON AND CO., PEN-

HALLICK, near REDRUTH, CORNWALL, MANUFACTURERS OF FUSE, of every size and length, as exhibited in the Great Exhibition of 1851, and supplied to the Royal Arsenal at Woolwich, the Arctic Expedition, and every part of the globe. Messrs. BRUNTON & CO. are at all times PREPARED TO EXECUTE UNLIMITED ORDERS FOR SUPPLYING FUSE direct from their own MANUFACTORY, upon warrant that it will prove equal to, if not better, than any to be procured elsewhere.

FRANKS'S MANIFOLD LETTER-WRITER.—By means of this

PORTABLE COPYING APPARATUS, from TWO to SIX COPIES of a letter may be WRITTEN AT ONE TIME. The INK is INDELEIBLE, and the PEN EVERLASTING. Prices—note size, 6s.; large note, 7s.; letter size, 8s. 6d.; commercial post, 10s.; with locks, 1s. 6d. and 2s. extra.—Orders received by all stationers; and at the manufactory, 7, Printing-house-square, Blackfriars.

NOTICE TO RAILWAY AND STEAM-BOAT TRAVELLERS.

—ANDERTON'S HOTEL, 162, 164, and 165, FLEET STREET. BREAKFAST, with joint, 1s. 6d. BEDS, 10s. 6d. per week. DINNERS from Twelve to Eight o'clock; joint and vegetable, 1s. 6d.; with soup or fish, 2s. TURTLE SOUP and VENISON DAILY. TABLE D'HOTE at Half-past Four and Half-past Five, at Two Shillings each. A night porter in attendance.

RIDER'S HOTEL, 46, SALISBURY SQUARE, FLEET STREET,

LONDON. Central—Airy—Quiet—Moderate. A night porter in attendance. W. RIDER, Proprietor.

FUTVOYE'S PRESENTS FOR CHRISTMAS, comprising every description of ENGLISH and FOREIGN FANCY GOODS, DRESSING and WRITING CASES, WORKBOXES, JEWELLERY, CLOCKS, WATCHES, BRONZES, CHINA, GLASS, ALABASTER, PAPIER MACHE, and FRENCH STATIONERY, at Paris prices; BIBLES, PRAYER-BOOKS, and thousands of articles in BOUTIQUE and VENTU.—Futvoye and Co., 154, Regent-st., corner of Beak-st.

FUTVOYE'S EIGHT-DAY ROUND BRASS DIALS, 14s. 6d. each, warranted. Also, an immense variety of FRENCH CLOCKS, under shades, from £2 2s. each, of the newest and most elegant designs.—Futvoye and Co., 154, Regent-street, corner of Beak-street; and 34, Rue de Rivoli, Paris.

FUTVOYE'S £3 3s. LADIES' ROSEWOOD DRESSING-CASES, with Jewel Drawers, and Solid Silver Top Bottles. An immense variety of Writing and Dressing Cases, Despatch Boxes, Soufflets, Work-boxes, Kettles, and every description of Fancy Cabinet and Leather Goods.—No. 154, Regent-street, corner of Beak-street.

FUTVOYE'S £4 4s. GOLD WATCHES, four holes jewelled, horizontal escapement, warranted. SILVER WATCHES, £2 10s. SOLID GOLD CHAINS, of their own manufacture, sold at per ounce, and the fashion only charged. Every description of Jewellery taken in exchange, or purchased for cash.—No. 154, Regent-street, corner of Beak-street.

FUTVOYE'S ROYAL PATENT ROTARY CIRCULAR GAME, applicable to Racing, Hunting, and other games, allowed to be the most interesting amusement yet produced; may be played by two, or any larger number of persons. Also, the ORDINARY RACE BOARDS, from 1s. 6d. to £7 7s.—Futvoye, patentee and manufacturer, 154, Regent-street, corner of Beak-street.

INCREASE STEAM, SAVE FUEL, SUBDUCE SMOKE.

TO J. LEE STEVENS, ESQ., 1, FISH-STREET-HILL, LONDON.

DEAR SIR,—In compliance with your request, I am happy to give you the particulars of an experiment made on the 11th inst., by Mr. Robert Armstrong, under my superintendence, to ascertain the evaporation of water from a Cornish boiler, to which boiler is applied your Patent Smokeless Furnace. The experiment lasted two hours and six minutes, with the steam at the usual pressure required for the business of the establishment. The evaporation exceeded 8 1/2 lbs. of water by each lb. of coal consumed. The exact mean evaporation being 8.825. This, considering that the inland coals were used, and the evaporation under pressure is a most satisfactory result. I carefully examined the effect as regards the formation and direction of the smoke from the fire as time flowed. In eight or nine seconds after the first shovelful was thrown on, a little smoke appeared at the top of the chimney; and in eight or nine seconds after the last shovel of coals and the shutting of the furnace-door the smoke disappeared. The consumption of smoke by your process is, in my opinion, as perfect as can be in practice, and superior to what I have seen effected by the invention of any other patentee. The conclusion that I arrive at is, that you avoid smoke, evaporate more water with a given quantity of coals, and thus effect a considerable saving of fuel.

I am, dear Sir, yours truly, ALEXANDER GORDON, Civil and Marine Engineer.

Having conducted the experiments mentioned by Mr. Gordon, I thoroughly confirm the correctness of his statement; observing that it was undertaken during the regular daily operations of the establishment, no previous intimation having been made to any one connected therewith, and without any preliminary clearing of the fire-bars, although the fire had been already continued upwards of eight hours.

ROBERT ARMSTRONG, C.E.

Author of the *Redimentary Treatise on Steam Boilers, &c.* Information respecting LICENSES to MANUFACTURE or USE the PATENT SMOKELESS FURNACES is given by Mr. JOHN LEE STEVENS, the patentee, at the offices, No. 63, King William-street, and No. 1, Fish-street-hill City, London, where testimonials, &c., may be obtained, and references to firms in London and elsewhere, on whose premises the invention is in daily operation. Also, by Messrs. FRANCIS MORTON and CO., James-street, Liverpool; and No. 18, St. Mary's Gate, Manchester; and by Messrs. H. J. MORTON and CO., 9 1/2, Albion-street, Leeds.

SMOKELESS GRATES FOR TANNERS, &c.

TO MR. JOHN LEE STEVENS, 1, FISH-STREET-HILL, LONDON.

SIR,—Your more recent invention, the Patent Smokeless Grate, applied to the boilers on my premises, has succeeded even beyond your assurance of its efficiency. It enables me to burn tan with less than half the previous proportion of coal, and with such fuel, or with tan alone, it overcomes the smoke in the most satisfactory manner; and the steam, which is now got up in an hour less than before, is more easily kept at the required pressure. There is no doubt that, besides its being applicable to other purposes, this improvement must be of great advantage to tanners, sawyers, and others, who use tan or mixed fuel for their fires.

I am, Sir, yours truly, W. R. SHAW.

Further information respecting this invention given daily by the patentee, Mr. JOHN LEE STEVENS, 1, FISH STREET HILL, LONDON.

THE PATENT SMOKELESS OVEN GRATES ARE SUPPLIED TO

OVEN BUILDERS by the inventor, Mr. JOHN LEE STEVENS, No. 1, FISH STREET HILL, LONDON.

SIR,—Your Patent Smokeless Oven Grate, applied to my oven by Mr. Wm. Nicklin, oven builder, South-street, Walworth, affords me the greatest satisfaction. It subdues the smoke, increases the draught, and gives me a better batch of bread, with a quicker heating and less fuel than before. And wishing you every success with an invention so much required by the trade, I am, Sir, your obedient servant, BENJAMIN COLES.

SAMUEL HALL'S PATENT SMOKE-CONSUMING, FUEL-

SAVING, SELF-FUEL SUPPLYING, AND OTHER FURNACES.—The Patentee has taken out six several patents for consecutive improvements in SMOKE-CONSUMING FURNACES, some supplied with fuel, as above, and others by hand; and he confidently asserts that most of the various patents for the same process (as far as they have been specified, or otherwise made public), which have been obtained since the enactment of the New Patent Law, are mere copies, imitations, or infringements of his patents, and some of them, he is long, he submitted to the proper tribunal. A model furnace may be inspected at Samuel Hall's offices, No. 19, High Arms-yard, Moorgate-street.

CHALLENGE TO ALL THE WORLD.

As "go-ahead" seems to be the order of the day, I do not see why I should not join in the race; particularly since it is well known that neither the screw propeller or paddle-wheels are anything but mathematical productions. The former is evidently not all that is required as a propeller, &c., as every attempt to demonstrate its claims, diameters, fulcrums, and other ratios, have signally failed. The latter is well known to be both cumbersome, inconvenient, and unsightly, besides the loss of power attending its revolutionary movements. To overcome both objections, I have patented a method of propulsion, altogether different, of forcing vessels and other carriages through water, mud, sand, &c., without the use of screw propellers or paddle-boxes, in a draught of water of only 1 ft. or 50 ft., of 1 ton or 5000 tons burden, with this advantage, that no projection or machinery of any kind is attached to the bows, sides, or stern, above the decks or below the keel; consequently, no impediment to the draught, no wind, and such a submerged machinery as is required. I claim also with this same invention, a mode of gaining any amount of extra power in proportion as the ratio of speed is reduced, consequently a great advantage for steam-tugs to possess, as its grip in holding or backing water far exceeds all other methods yet adopted, there being no loss of power sustained by the variation of its movements, as the levers are a perpetual fulcrum.

As an auxiliary for sea-going vessels, it is the desideratum so long sought for; as the speed can be regulated to any ratio, also the levers can be submerged or withdrawn to any degree, whether progressing or not, consequently it is not absolutely necessary to stop the machinery to stop the vessel.

The same principle can be used in hoisting the yards, discharging the cargo, watering the deck, pumping the ship, &c.

It may be as well to state, no weather or sea, however rough, can affect its propulsion, or whether the vessel is on an even keel or on her beam ends, provided the boat can live, and work her machinery.

For further particulars, apply to G. F. Goble, C.E., 7, Trinity-st., Borough, London.

HOOPING-COUGH, ASTHMA, SORE THROATS, COUGHS, SHORTNESS OF BREATH, HOARSENESS, WHEEZING, DISPERSION OF PLEGG, and all complaints of the Chest and Lungs immediately Cured by CROSS-THWAIT'S OCCULT LOZENGES. They are pleasant and innocent, being free from narcotics; are excellent for clearing the voice of public speakers and singers. One to three boxes positively cures the hooping-cough; directions enclosed, with method of preparing them for infants.—Sold by Barclay's, 95, Farringdon-street; Newberry's, 45, and Edwards, 67, St. Paul's Church-yard; Sutton and Co., Bow Church-yard; Prout, 229, Strand; Hannay, 63, and Sanger, 150, Oxford-street; Johnston, 68, Cornhill; and all medicine vendors throughout the kingdom, in boxes, 2s. 6d. each.

* Throw physic to the dogs.—Shakespeare.

ROPER'S PLASTER is the only CURE for Coughs, Asthma, Hoarseness, Indigestion, Palpitation of the Heart, Croup, Hooping Cough, Influenza, Chronic Strains, Bruises, Lumbago or Pain in the Back, Spinal and Rheumatic Affections, Dis-eases of the Chest, and Local Pains, without inward medicine. Important testimonial from P. Cupes, Esq., M.B.V.C., Author of the *Prize Essay on the Diseases of the Liver of the Horse*.—Diss. Norfolk, March 22, 1851.

GENTLEMEN.—For the last three winters Mrs. Cupes has felt a great deal of the chest, accompanied with occasional pain, cough, and hoarseness. Having had your valuable Bath Plasters recommended to her, she made trial of one, and it was attended with the most beneficial effect, in consequence of which she has made frequent use of them, and invariably with the same good results. It is to be regretted that they are not more generally known, as I am sure they would relieve much suffering, and tend to prolong life.—To Messrs. Roper and Son, 15, Abchurch-lane, London. Sold by all medicine vendors, at 1s. 1/2d. each; for children, 9d.; or by post, on receipt of 1s., or 1s. 4d., in postage stamps.

* Observe the name on the Government Stamp. Beware of Imitations.

PAINS IN THE BACK, GRAVEL, LUMBAGO, RHEUMATISM,

GOUT, FLATULENCY, INDIGESTION, BILIOUSNESS, HEADACHE, NERVOUSNESS, DEBILITY, &c.—DR. DE ROOS' COMPOUND RENAL PILLS (as their name Renal, or the Kidneys, indicates) have been long established as a most safe and efficacious remedy for the above dangerous complaints. Discharges of any kind, and Diseases of the Kidneys, Bladder, and Urinary Organs generally, which, if neglected, frequently end in a lingering painful death. For Depression of Spirits, Excitement, Blushing, Dislike of Society, Incapacity for Study or Business, Loss of Memory, Confusion, Giddiness, Blood to

THE MINING SHARE LIST.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.	Shares.	Mines.	Paid.	Last Price.	Present.	Shares.	Mines.	Paid.	Last Price.	Present.	
5120	Alfred Consols (copper), Phyllick	£2 10s	23s	25 20	2s 11 0	£0 16 0	Sept., 1853.	243	Granbler & St. Aubyn (copper)	97 1/2	25	22 24	4944	Tavy Con. (cop.), near Tavistock	3s	1 1/2	1 1/2
2000	Anglo-Saxon Coal Company	4	4 1/2		0 10 0	0 2 0	Nov., 1853.	900	Great Beam (tin), St. Austell	20	24	1 1/2	4945	Tees Side (lead), Cumberland	1 1/2	1 1/2	1 1/2
624	Anglo-Saxon (tin), St. Just	11 1/2	10 1/2		0 10 0	0 2 0	Nov., 1853.	6740	Great Bryn Consols (cop., tin)	1 1/2	1 1/2	1 1/2	1000	Tonkbury Con. (cop., St. Ives)	3 1/2	3 1/2	3 1/2
5000	Bar Holes, Worthen, Salop	14 13s. 6d.	2 1/2	7 1/2	0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	12900	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
4000	Bedford United (copper), Tavistock	2 1/2	2 1/2		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
5000	Black Craig (lead), Kirkcubrightshire	2 1/2	2 1/2		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
124	Bowditch and Wheel Castle	20	20		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
240	Bottleneck (tin, copper), St. Just	91 1/2	91 1/2		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
1000	Bryntall, Llanidloes, Montgomeryshire	7 1/2	7 1/2		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
5000	Callington (lead, copper), Callington	71 1/2	71 1/2		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
1000	Carn Brea (copper, tin), Illogan	15	15		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
128	Conford (copper), Gwennap, Cornwall	75	75		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
256	Condurow (copper, tin), Camborne	20	20		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
2510	Cook's Kitchen (copper, tin), Illogan	135 18s. 9d.	2 1/2	2 1/2	0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
128	Cumywith (lead), Cardiganshire	60	60		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
124	Devon Great Consols (copper), Tavistock	1	390	390	0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
20000	Dunrode (copper), Ireland	1	1 1/2	1 1/2	0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
672	Ding-Dong (tin), Gwulva	5	5		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
179	Dolcoath (copper, tin), Camborne	257 1/2	95	100	0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
2500	Drake Walla (tin, copper), Calstock	11 9s.	10		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
340	East Daren (lead), Cardiganshire	25	25		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
128	East Pool (tin, copper), Pool, Illogan	24 1/2	10	150 100	0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
94	East Wheel Croft (copper), Illogan	12 1/2	67 1/2		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
128	East Wheel Rose (silver-lead), Newlyn	40	100		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
1200	Eyan Mining Company, Derbyshire	3 1/2	15		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
494	Fowey Consols (copper), Twardreath	40	30		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
3715	General Mining Co. for Ireland (cop. lead)	1 1/2	2 1/2		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
2500	Goginan (lead), Cardiganshire, Wales	1 1/2	16	16	0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
1024	Gouanacha (copper), St. Cleer	12 1/2	200		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
96	Great Consols (copper), Gwennap	60 1/2	1 1/2		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
2400	Great Onslow Consols, Camelford	1 1/2	1 1/2		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
13750	Great Polgoth (tin), St. Austell	3 1/2	1 1/2		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
119	Great Work (tin), Germoe	100	155		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
1024	Herodsford (lead), near Liskeard	8 1/2	10	9 10	0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
1060	Holmish (lead, copper), Callington	25	14		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
2000	Holyford (copper), near Tipperary	11	7		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
76	Jamies (lead, Mold, Flintshire)	37 13s. 6d.	20		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
20000	Kennas and West of Ireland (cop. lead)	1 1/2	1 1/2		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
756	Kirkcubrightshire (lead), Kirkcubright	9 1/2	4		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
20000	Lackmore (copper)	1	1 1/2	1 1/2	0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
20	Laxey Mining Company, Isle of Man	100	1300		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
5000	Lewis (tin, copper), St. Erth	37 8s.	2 1/2		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
100	Levant (copper, tin), St. Just	2 1/2	100		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
400	Lisburne (lead), Cardiganshire, Wales	18 1/2	225		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
6000	Marke Valley (copper), Cardigan	47 10s. 6d.	3 1/2		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
5000	Meadup Hill (lead), Somerset	2 1/2	2 1/2		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
5000	Melton (lead), Flint	3 1/2	3 1/2		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
5000	Milner (lead), Flintshire	3 1/2	3 1/2		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
20000	Mining Co. of Ireland (copper, lead, coal)	7	16 1/2	16 1/2	0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
15000	Nantlle Vale (slate), Llanfyllin	1	2 1/2		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
470	Newtonsards Mining Company, Co. Down	50	66		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
240	North Pool (copper, tin), Pool	22 1/2	240	235	0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
140	North Roskear (copper), Camborne	10	152 1/2	150 152 1/2	0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
6000	North Wheel Basset (copper, tin), Illogan	nil.	1 1/2		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
6100	Par Consols (copper), St. Blazey	1 1/2	1 1/2		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
200	Peak United (lead), North Derbyshire	15	15		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
1100	Perran St. George (cop. tin), Perranzabuloe	21 1/2	40		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
200	Perran (copper, tin), Linkinhorne	30	750		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
1000	Pobber (tin), St. Agnes	15	35		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
500	Providence Mines (tin), Uny Lelant	20 1/2	35		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
1918	Rix Hill (tin), Tavistock	3 1/2	2 1/2		0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
2520	Rorington (lead), Smallbeach, Shrewsbury	1 1/2	285	295 300	0 10 0	0 10 0	April, 1853.	10000	Great Trevellick Consols, Alkham	1 1/2	1 1/2	1 1/2	10000	Trannock Consols (tin, copper)	3 1/2	3 1/2	3 1/2
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